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HUMBER DEMO HITS LONDON

FISHING DEMOS have turned full circle. From protesting about the government's weak line on fishing, a group of Humber-side fishermen and wives turned up in Whitehall last Friday to show support for minister John Silkin's strong stand in Brussels.

Mr. Silkin was meeting Irish fisheries minister, Brian Lenihan, prior to the EEC meeting this week. After inviting the demonstrators in for a cup of tea, both ministers were in quick agreement — that the ladies from Humber-side were all beautiful.

The 12-strong group of demonstrators included Hull skipper, Roy Beamish, who was clutching an illegal mesh net which he claimed is the type being used by the Danish fleet. "The Danes are destroying our grounds", he said.

Despite a barrage of questions from the national press, it was left to Mrs. Pamela Scotter from Bridlington to get down to business.

"Is there any future for our sons", she asked Mr. Silkin. He replied: "We will do our damndest to see that there is. But do not underestimate the fight there will be."

Come in for a 'cuppa' says the minister

While a demand for an exclusive zone is on the table, Mr. Silkin pointed out that if anyone could come up with an alternative that would work, he would be prepared to look at it.

Both ministers said that there were big areas of agreement between Britain and Ireland about fishing in the EEC. These mainly centred on the establishment of a coastal zone under the management of the national

stote. "It is these areas of agreement that will be emphasised in Brussels", said Mr. Silkin. While Mr. Silkin said he regarded a 'dominant preference' as a nuance on an exclusive zone, it was clear from Mr. Lenihan's remarks that he did not go along with this. He also pointed out that there are some "difficulties" on quota allocation between Britain and Ireland.



Fisheries Minister John Silkin (left) and John Silkin (right) with supporters from the Humber-side last Friday. They are holding the flag-type net.

Sole fine shocks

CHIEF fisheries officer Jim Howell's visit to Brighton fish market to follow up a complaint resulted in three fishermen being fined £100 each at Brighton.

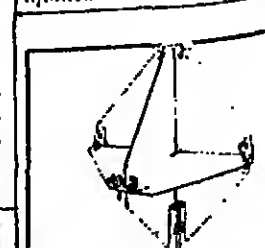
The penalties, for landing under-sized soles, have infuriated Newhaven fishermen.

They say Rye magistrates recently imposed fines of between £5 and £15 for similar offences.

The three convicted fishermen are: Reginald L. Joseph Pemberton and Dr. Joseph Morris.

Magistrate's chairman Mrs. J. J. Hopkins said the penalties had now been raised to a maximum of £1,000.

Stonex Sea Fisheries Committee claims that everyone should have known the rules. "Public notices and leaflets informed fishermen", said a spokesman.



French ship lands at Milford

MILFORD HAVEN fish merchant Peter Wright has made a bold move to increase landings at the port.

Last week the Lorient-based trawler *Patron Jean Choulet* landed a catch at Milford which Mr. Wright, who is a director of Rawlings Fleh Merchants, contracted to buy for £14,000.

Around 480 kits were sold by auction at Milford while the remainder was sent to Fleetwood.

Mr. Wright went to France to arrange the deal. He persuaded a French owner to

send one of his ships in to land at the Welsh port and now it is up to him whether he sends more of the 12-ship fleet he owns.

The catch consisted mainly of cod, haddock and cod. Mr. Wright said: "I did it because I believe Milford is not getting enough fish."

"More French trawlers are now landing in Britain because of the better fish

prices and the strengthening pound against the franc. I am hoping that other landings will supplant the catches landed by Milford boats."

He said it looked as if he would make a profit on the deal, but added: "I was a little disappointed with the price paid, but I believe we will get a bigger demand for fish from Milford if we could get the supplies."

HOLIDAY LAY-UP

DISTANT water trawler eelings from Grimsby have been wound up at least until the middle of the month.

The vessels cannot sail because of the 12-day Christmas/New Year market holiday which, from about December 8, will also hit the middle/near water ships.

This year the Grimsby break is end of work on Thursday, December 22, until the market re-opens on Tuesday, January 3.

The lay-ups are sure to cause a further cut-back in landings in the run up to Christmas. Last week agents were busy encouraging foreign vessels to land at Grimsby before and after the holiday.

In past years, when there has been no intermediate markets between the two national holidays, prices have soared to record levels.

This year, however, distant water ships lined up for the very lucrative early January markets have only the Bear Island/Spitzbergen grounds open and these are fishing progressively elacker as the weather closes in.

Owners may decide not to risk too many vessels on such trips but wait until the New Year — sailing late in December — when the Norwegian grounds re-open subject to 1978 quotas.

The biggest problem here is the size of quotas allocated to individual owners — still unknown last week — but almost certain to be smaller than this year's inadequate share-out.

An indication of the dilemma facing Grimsby trawler owners on distant grounds is the fact that only BUT, of the port's three deep sea owners, had any vessels working last weekend. It is believed the firm had six vessels out on Bear Island trips.

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fish unsold

ALMOST 500 kits of unsold Westery fish spoilt a number of middle water trips at Grimsby last week.

Most of the fish had been landed on later markets and was poor quality dogfish which went for fish meal.

There were only two distant water trips — BUT's Lord Jellicoe (£34,382 from 983 kits) and Northern Gift (£23,410 from 820 kits) — so merchants again relied heavily on the middle water fleets.

Top earner in this section was the big French stern trawler *Le Verrier*. She sold her Westery catch of 991 kits, including the heat turn out of middle water round-fish, through the Boston agency for £29,272.

Best local effort came from BUT's *Ross Jaguar* (Skipper Denis Speck) which chalked up a £19,935 grossing from 17 days on the Westery and North Sea grounds. She landed only 547 kits, including some very welcome quality codfish.

Problem trips in this section came from *Boston Phoenix* (£6,157 from only 178 kits), *Kyoto* (£8,330 from 263 kits) and *Osaka* (£9,015 from 444 kits).

BUT could not have been very happy about the £11,451 grossing from 846 kits (127 unsold) made last Friday by *Ross Juno*; nor could Boston have been satisfied with £15,386 from a Farouse trip of 331 kits by its stern dragger *Boston Halifax*. However the firm's *Prince Philip* grossed £19,049 from 712 kits.

Codfish were very much in short supply all week. The pair team *Morgrethe Bojen* and *Frances Bojen* made another big trip, with some fine cod and codling, to hit a combined £36,437 from 1,087 kits.

New high for hake

FLEETWOOD'S fish supply was less than 3,000 kits last week — far below what local merchants need.

At the start of the weak prices were extremely high but, by the Friday, demand had fallen to almost summer levels.

It was a tough voyage for the port's largest pair trawlers, the stern fishers *Jacinto* and *Fydeo*. They were faced with a combination of bad weather and mediocre fishing which forced them to stay out for 18 days.

When they landed, however *Jacinto* (Skipper Bill Taylor) had 808 kits, including 60 of cod, 100 of haddock, 500 of cod and 25 of other varieties which sold for a total of £24,077.

Fydeo (Skipper Victor Buehlin) landed 335 kits — more than 80 of cod and 200 of cod — for a grossing of £10,678.

Hake reached a record price during the week. *Oni Doris*, skipper-owned by Jack Dalroy, landed a small quantity from the North Channel grounds and one box made £115. It was bought by Fleb merchant, Eric Postlethwaite.

Scots tell dockers 'hands-off'

NATIONAL Dock Labour Board representatives met Peterhead harbour trustees and leading skippers working from the port last week and were told in no uncertain terms that landing fish is the prerogative of the crews only.

Skipper Willie Hay, chairman of the Scottish Inshore White Fish Producers' Association, said: "I don't think that the fishermen are going to wear it. That is why you won't get boats back to

Aberdeen — and that is the port we used to use."

Mr. C. Adshead, chairman of the Edinburgh branch of the Dock Labour Board, told the meeting: "We are not going to alter your lifestyle and little bit." Skipper Sydney McLean interjected: "You'd better not try."

Mr. Adshead said their job was to dieppl what fears they had and nobody was going to impose anything. He added: "If certain of the vessels do not come within exclusion they can be considered, and say advisedly 'considered' for qualification."

The trustees decided to convene a meeting with Fraserburgh Harbour Commissioners with a view to taking concerted action by joint leadership to rally the small ports.

Stormy weather during November affected Peterhead white fish landings and the value of white fish landed for the month was £1,696,904, compared with £2,055,150 in November 1976.

Earlier this year ten Dutch skippers were prosecuted for fishing inside Ireland's temporary and unilaterally-declared 50-mile zone.

Before deciding the case the district justice in Cork, where the case was heard, asked for a ruling from the EEC court on whether certain points in the prosecution case were in breach of the Rome Treaty and Community Law.

Winter sprats start

THE FIRST major sprat landings of the winter were made last week at Grimsby where a number of converted sailers and pelr trawlers are leading the effort.

Early marks of importance were picked up off the Tyne and Yorkshire coasts and some Grimsby vessels were already working the shoals from North Shields.

Fishing was reported to be 'rather spotty', but Skipper Hugu Thinnachen in *Somnath* brought back well over 100 tonnes after four days at sea.

Also landing at Grimsby were *Frembeck* (Skipper Einar Josefson), *Saxon King* (Skipper Barry Emerson) and the inshore boat *Jarvit* (Skipper Jackie Zeebneki) with some fair catches.

All sprats landed at Grimsby are reduced to meal.

Section scheme for FOS

THE UNCERTAIN future of the fishing industry calls for improved representation on behalf of fishermen, according to the Fisheries Organisation Society's annual report published recently.

To speed up communications between FOS committees and individual members, the country is to be divided into eight new FOS areas.

Also proposed are new services for fishing vessel owners and the setting up of practical specialist and advisory committees to cover all in-shore commercial fisheries including shellfish, salmon and freshwater species.

The report emphasised the society's help to individual fishermen: "We want fuller appreciation of our value as a national body working solely for inshoremen's interests, with every penny of our income devoted to helping the industry."

At the recent FOS annual general meeting held in Fishmongers' Hall, London, Lt. Cmd. the Hon. Groville Howard was re-elected president with John Gundry as chairman.

Also elected were four new governors — C. Austin (South Devon Shellfishermen); Peter Ibbotson (Bridlington); A. J. Richards (Isle of Wight) and A. C. Russell (Southsea Fisheries District Fishermen's Council).



Barnetts of Frying Pan Alley Ltd.

A VITAL PART OF ASSOCIATED FISHERIES

December 1977.
"I am a poor man, but I would gladly give ten shillings to find out who sent me the insulting Christmas card I received this morning". (George Greenmith, 1847-1912).

It's always around this time of the year, with so much horrible goodwill and peace about, that I get to thinking that, for my part, you can tear up Christmas, with its rotten, fattening turkey, stuffing, thick gravy, mutton and mince pies and, instead, add a couple of extra days to glorious Goodwood.

Now I'd hate you to think me ungracious, mean or Scrooge-like, but for many years I've had a bad time over Christmas. Whilst other people like you were out and about, invited to wonderful mind-bending, all-night, rave-up, parties, I was being deceived, deserted, and this year, damn nearly destroyed.

Won't bore you by mentioning my hard luck and difficult times during the fifties and sixties, when the usual end of year problems, stresses and strains, began to rear their ugly heads ... It says much for my resilience, resolve and inward spiritual strength that, today, I'm alive and well, living and laughing in Queen Anne's Gate, waiting patiently for Him to retire.

But I would crave your kind indulgence for an hour or two while I relate just how badly treated I was over Christmas 1975; the poor, innocent, raped victim of a gigantic, heartless, commercial gang-bang.

Earlier that year, probably because of my innate modesty, I had begun to get cold feet over the idea of leaving the green fields of Frying Pan Alley to take over at Associated Fish ... I started to wonder if in the future I would be treated with the same kind of dignified, noble — near regal — respectful splendour, with which I had treated myself for so many happy years.

My cold feet got colder, frozen. But the accountants, solicitors, financial advisers and company secretaries on both sides, told me to stifle my boyish fears and not worry, as because of my youth, energy and outstanding will to survive, it would not be long before I was elected Chairman ... "So, please Mr. B., don't hold things up; just sign there, and there; thank you".

That was over two years ago, and to my mortification I'm still just a worker from the grassiest of grass roots. I've never even been invited to go and play with our little fishing boats in Hull, Grimsby, Fleetwood or Aberdeen.

I'll draw a discreet and gentlemanly veil over my emasculation, last Christmas. One minute she was here, sharing my breakfast cereal and late night cocoa, and the next she was back aboard a Jumbo for New York and her rotten husband. But she did leave me a nine-week souvenir, bless her; a transatlantic phone bill of heroic proportions ... she was either unfaithful to me, or had taken to heart the G.P.O. advertisement: "Make someone happy with a phone call". The lady may have made the Postmaster General happy, but I was less than delirious with joy.

But this Christmas, much worse. I'm losing — really losing — the quite horrible Angela wicked Potter. After 11 years of togetherness, which is longer than some marriages, it feels like losing a limb. It may well be part of life's rich tapestry, but please, excuse me not getting up from this typewriter to cheer.

When she told me, in August, I was a cauldron of mixed emotions; I felt like a lover, husband, father and grandfather rolled into one expectant body.

I rushed out and bought beautiful flowers, champagne, and a cushion for her chair, and made her rest after each half page of diatribe or three lines of type ... oh, sorry, forgot to tell you; she's having a baby around March '78. And I sadly and miserably confess I'm not the father. Damn it!

Blow second Christmas!

Mr. Barnett of Frying Pan Alley

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SKIPPER LET OFF HERRING CHARGE

Ministry to pay costs

SKIPPER Donal McAlinden of the pursar Quo Vadis was awarded £810 costs against the Ministry of Agriculture, Fisheries and Food last week when he was found not guilty of illegally fishing for herring while based at Plymouth.

The skipper, from County Down, Northern Ireland, had pleaded not guilty to fishing for herring in specified south-western waters in contravention to EEC conservation regulations.

He faced a maximum penalty of £50,000, plus the confiscation of catch and gear.

David Owen Thomas, QC, for Skipper McAlinden, successfully submitted that there was no case to answer.

Hull's three blank days

HULL had no wet fish landings on Friday last week or Monday and Tuesday this week.

On Wednesday two landings came from the Beer Island grounds, St. Giles (Sk. J. Humphreys) grossing £33,059 from 1,076 kils after a 26-day trip, while Hammond Innes (Sk. W. Brettell) made £35,291 from 1,068 kils after 24 days.

and that the prosecution had failed to prove that the catch had come from restricted waters.

The court was told that Plymouth fisheries inspector, Bill Williams, had seen Quo Vadis off-loading herring in Plymouth on October 18.

The pursar had brought in over 100 tonnes of herring which had been sold for £58,000.

Prosecuting for the MAFF, Ian Corbett said herring fishing had been banned in certain areas from August 10 to December 31.

He added that, when interviewed, Skipper McAlinden had said he was unaware of doing anything wrong. He thought a quota of herring was allowed and did not know there was a total ban.

Mr Corbett alleged that the catch had been made near the Rindur Buoy, ten miles south-west of the Eddystone lighthouse.

Evidence was given that Quo Vadis left Millbay Dock on October 15 at 3 pm and returned at 9.30 the next morning. It was suggested that during that time she could not have left the restricted area.

Owen Thomas argued that the MAFF had no absolute proof of where the herring were caught. The onus, he pointed out, was on the prosecution to prove their case.

He suggested that costs taken by a fisheries officer were "prefabricated and full of holes".



EEC skippers meet

EEC fish resources and conservation topped the list in discussions at a four-day seminar in Hull last week.

There were 36 skippers present from Italy, Belgium, the Netherlands, Germany, Denmark, France, the UK and Ireland.

Hull trawler skipper, Charles Thresh, said that if EEC ministers had been able to attend they would have been amazed at the way the skippers had supported conservation measures.

Quotas

"Skippers from most of these countries were all in favour of the protection of fish stocks, but not all of them agreed that the catch quota system was the best method of achieving it."

"Those critics of the quota system felt it had not worked in the past and that it would be no sure way of monitoring

catches, particularly those of a threatened species, unless there was stricter policing and control."

"All except the Irish advocated a 12-mile exclusive zone, but the Irish were pressing very strongly for a 60-mile exclusive zone with responsibility for conservation around their shores."

"Alternatives for the preservation of threatened species are either to have very low quotas and try to gradually build up stocks, or to he really drastic and stop over-fishing all such species for two years," said Skipper Thresh.

The seminar included a visit to the Nautical Faculty at Hull's College of Higher Education. It was suggested that the college could provide the nucleus of a national fisheries education and training centre.

A TOP award has been given to a skipper and his son for a daring rescue in dense fog off the Berwickshire coast 16 months ago.

Skipper Peter Hood, (55) and his son, Peter Jnr, (33), both of St. Abbs, saved a crew of five after the £80,000 St. Monanca-based Vigilant struck rocks and sank near St. Abbs.

Skipper Hood and his son, who work the lobster boat Sterling, saw Vigilant heading for rocks. After unsuccessful attempts to radio a warning, they manoeuvred to within feet of the rocks where Skipper Tom Adam and his four crew members were clinging on for their lives.

Above: Lord Blinley, Scottish president of the Shipwrecked Fishermen's and Mariners' Royal Benevolent Society, presenting the Emile Fishermen Award for the top rescue of 1976 at a ceremony at Eyemouth.

FIRE ON FREEZER

A FIRE aboard the 1,106-ton BUT freezer trawler Coriolanus stopped her from starting a trip to the Bear Island grounds last week.

The fire — in the galley — was discovered by a crewman as the outward bound vessel was in the lockport of Hull fish dock.

Quick action minimised the damage. Crewmen rushed to the galley armed with fire extinguishers and hoses and managed to get the fire under control before the arrival of three army and RAF manned "Greece Goddesses". Damage was mainly to fittings and wiring so Coriolanus will probably sail this week.

Guernsey gets the cash

THE GREEN light has been given by Guernsey's States parliament to place £24,000 in the Fishermen's Loan Scheme.

The proposal had been resisted by the island's finance committee. It complained that the parliament had not yet seen a special report on the industry prepared by the Marine Resources Research Unit of the

Portsmouth Polytechnic.

President of the sea fisheries committee, Conseiller Alastair Mackay, gave members a summary of the industry and a rundown of its development and success.

The loans fund started in 1971 and the value of fish exports had risen from £97,000 in 1972 to £622,000 in 1978.

With the advent of the fund, said

Conseiller Mackay, island fishermen were able to equip themselves to operate much farther afield than the Balliwick 12-mile limit. They were also able to fish with much greater efficiency. To date 39 loans had been made at a total cost of £183,918.

Conseiller Mackay was critical of the finance committee which had

suggested that market and economic factors had played a larger role in the industry's expansion than had the existence of the loans fund.

He said it was not simply a question of catching fish to take advantage of an existing market demand. The demand had to be created and the outlet and transport arrangements developed.

GUINNESS NOT GOOD FOR FISH

GUINNESS may benefit fishermen but it certainly doesn't help the fish!

So say Irish conservationists who took the Dublin brewers Arthur Guinness & Sons to court last week for pouring effluent into Dublin's River Liffey in July.

Samples of a dark brown liquid spotted in the river near the brewery were taken by members of the Irish government's "watchdog" Conservator Corps.

Under examination, the effluent was found to be deleterious matter within the meaning of the Irish Fisheries

Act of 1959. The company pleaded guilty at Dublin's District Court and was ordered to pay costs totalling £90 — plus a £1 fine.

CAPSIZE

ONE MAN was presumed drowned and another was rescued in an accident at Peterhead on Tuesday night.

Peter Anderson, an ex-fisherman, went missing when Peterhead pilot boat overturned at the mouth of the inner harbour while assisting the Aberdeen trawler Glen Affric.

The other crew member, Arthur Buchan whose son skipper Favonius, miraculously survived. He was rescued after being trapped in a bubble of air under the capsized boat for almost an hour.

£10,000 FINES AT MILFORD HAVEN No-licence Spanish pair 'face ruin'

FINES of £10,000 each were imposed by Milford Haven magistrates last week on two Spanish skippers for fishing inside British waters without EEC licences. Their £3,000 catch was confiscated.

Before the court were brothers Javier Ajuria Abaitz (34) of Mikel Deuna and Julian Ajuria Abaitz (36) of Andra Maiz.

Michael Howells, prosecuting for the Ministry of Agriculture, Fisheries and Food, said that the fisheries protection ship HMS Diamond saw the two vessels pair trawling 20 miles south/south-west of the Smalls Rock.

Fisheries Inspector Lt-Comdr Brierley boarded them and found a catch of 600 kilos of fish. He asked the skippers to put into Milford Haven.

Admitted

When they arrived in port the skippers admitted to Victor Lees, district inspector of fisheries, that they knew they did not have licences and that they were fishing inside British waters.

They said they had to earn a living and these were the only waters they could go to.

Gone up

For the defendants, Howell Williams said the former British penalties for "poaching" were from £100 to £1,000, but the EEC had insisted on putting the penalties up. He added: "What these Spaniards were doing in our waters was precisely the same as British trawlers have been doing in Icelandic waters."

He said the defendants had never tried to deny that they knew what they were doing, but they did not know the maximum fine had gone up 50 times. He said that the Spaniards, who are from Ondarra, near Bilbao, faced ruin.

Through their interpreter, the Spaniards said: "We have to eat. There are 30 men in our crews, all with children. The EEC rights are conflicting with human rights."

'Forester' runs on

NEWINGTON'S C.S. Forester is now 10,284 points ahead of her nearest challenger in the October placing of the 1977 Hull District Water Challenge Shield Competition.

Her closest rival is BUT's Ross Sirius. The gap between the two vessels is now too far to bridge.

Newington's Somerset Moughom — still in third place — is 3,035 points behind Ross Sirius, with Hamling's St. Giles and BUT's Lord Vincent not far behind.

The top 20, with landings and points earned so far are shown below with positions held in the previous monthly table in brackets.

		Kite	Points
1	(1)	C.S. Forester (Newington)	22,841
2	(2)	Ross Sirius (BUT)	18,949
3	(3)	Somerset Moughom (Newington)	17,982
4	(4)	St. Giles (Hamling)	15,394
5	(5)	Lord St. Vincent (BUT)	15,519
6	(6)	Arctic Cavalier (Boyd)	17,213
7	(7)	Loch Erriboll (BUT)	15,471
8	(8)	St. Gerontius (Hamling)	18,944
9	(9)	St. Dominic (Hamling)	15,671
10	(10)	Ross Orion (BUT)	14,486
11	(11)	Ross Altair (BUT)	12,080
12	(12)	Arctic Rebel (Boyd)	12,885
13	(13)	Hammond Innes (Newington)	13,917
14	(14)	Ross Trafalgar (BUT)	11,808
15	(15)	Ross Leonis (BUT)	13,361
16	(16)	Polatoff (BUT)	14,017
17	(17)	Kingston Amber (BUT)	13,971
18	(18)	Ross Conoveral (BUT)	11,992
19	(19)	Arctic Vandal (Boyd)	12,058
20	(20)	Westella (Marx)	10,742

A full time business



To the townsman, fishing is an outdoor life. To the fisherman burning the midnight oil over piles of paperwork, it's a full time business where there are no early closing days and where a head for figures is as important as an eye for the weather.

Good to know that your Bank understands from long experience, the particular problems a fisherman faces. Good to know that your Bank has specialist services available to help you with any problems that may arise. Bank of Scotland can assist you with Loans, Income Tax, Insurance, Estate Planning, Executry or indeed any financial matter.

Call in at your local branch. The manager and staff will welcome your enquiries.

BANK OF SCOTLAND

Do's and don'ts of smoking

THE MARKET for whiting is very poor here just now so we want to sell them smoked instead of fresh.

"What is involved in curing and smoking whiting and other species such as herring, mackerel, cod and haddock, and how can we make, or where can we get a smoker to process small quantities?"

The species mentioned have to be salt cured before being smoked. Vacuum-dried salt is best for brining prior to smoking — simple table salt, which is bought in bulk through wholesale grocers.

Coarser grades of salt, known as fishery, country or rock salt, are sometimes used for fish processing but impurities in them occasionally damage smoked products.

Defects are usually visual, perhaps white crystals forming on the surface of the fish or discoloration.

In preparing a brine solution, some use a mixture consisting of 12 lb. salt dissolved in eight gallons of water for every 100 lb. fish; others use a solution in which a potato will float.

Fish preparation consists of removing heads and guts and then splitting them in the same way as herring are split for kippering. If larger than average, parts of their backbones are removed and slits made for salt to penetrate. They are then scrubbed in fresh water with a brush to remove remains of blood, guts and unwanted tissue.

Thereafter they are steeped in the brine for 30-90 minutes before being removed and strung up in the shade to drip and drain. They are ready for smoking when tacky.

Fish can be either cold smoked at a smoke temperature of less than 85 deg. F or hot smoked at a higher temperature. Cold smoking dries and flavours them; hot smoking cooks and

The simplest smoking device of all is a 40-gallon drum with both ends removed, placed upright on flat stones so that its lower rim is about an inch off the ground all round.

You place a baking dish filled with sawdust (preferably oak) and wood chips inside the drum on the ground and then add a glowing ember to start the contents smoking.

When the smoke becomes dense, the fish are placed on spits across the top end of the drum and covered by a fish box or basket upside down.

The fish box is covered with a sack to keep in most but not all of the smoke, so that the fish do not get overheated and drop off the spits.

The fish are kept in the smoke for six or seven hours, with sawdust added when required to maintain a sufficient smoke supply.

They are removed when they become golden brown in colour, and hung where they are surrounded by clean, cool air until they are firm and cold.

John Burgess' Log



The free Torry Advisory Note No.9 will explain everything involved in smoking fish in pits and kilns. It is available from: Torry Research Station, PO Box 31, Aberdeen. It is called "Smoked White Fish: Recommended Practice for Producers". It advises on selection of raw material, cleaning, brining and draining of fish, use of kilns, packing and transport of the product.

You could make a smoker out of a clean 40-gallon drum. If this is inadequate or too small, you can obtain instructions from Torry for constructing a smoker on the lines of an Arbroath smoke pit. Apparatus for smoking small quantities are available from R & B Leakey, The Sutcliffe House, Settle, North Yorkshire or Transatlantic Fishing Systems Ltd., 42 Comfort Road, Mylor Bridge, Falmouth, Cornwall. It may soon be obtainable from Richard Pinney, Gadgrave Cottage, Orford, Suffolk, who is currently perfecting a small smoker which he has designed himself.

Stop a knot slipping

"I AM MAKING salmon nets out of soft twisted nylon twine but the knots keep slipping."

"How do professional net makers ensure that knots do not slip when using such twine and how can I avoid slipping?"

Please tell me also how to stiffen a trawl I have made with thicker nylon twine."

Knot slippage is caused chiefly by the smoothness of synthetic filament yarns.

Normally you can prevent it by increasing the coefficient of twin friction by applying a surface coating.

A bonding agent can be applied to the twine during manufacture of a net, or to a finished net to fix the knots.

Some manufacturers consider application should be made both during and after net manufacture but most consider it should be done during manufacture to enable the net to be taken off the machine undistorted and conveyed to a stretching frame to tighten and fix knots.

Bonding agents, which are mostly resinous compositions, can be applied as twines are being woven into netting or have been formed into a finished net. Use of agents can sometimes be avoided by applying high tensions at the back of a loom. These consolidate knots sufficiently for net handling prior to the stretching treatment.

Net makers sometimes heat-set both the twines before they are woven and the finished nets afterwards. But they are equipped to ensure that twines are heat-set at a temperature of less than 100 deg. C so that boiling water or low pressure steam can be used to set the completed net. They are also equipped to keep the meshes of a completed net under tension when hot setting.

Twines can be sent away to be bonded but it would be expensive and might result in the twine losing the softness so desirable in a salmon net.

You could use a kettle of boiling water and stretch hand to tighten a few temporary knots, but it is not practicable or advisable to use heat-set netting which you braid yourself.

If you are not equipped to keep meshes under tension during the process, some contraction may occur and mesh also become less than the legal minimum.

The most practicable step to prevent slipping is to make double sheet bonds of waaver's knots instead of single ones.

You could use a traditional method of softening nets by putting tar and sea water in equal parts into a copper, boiling the brew and then dipping your net into it for a minute or two before hanging it over the copper to drain and dry. But, although suitable for netting made of hemp twine, I doubt whether it would be for nylon twine.

A better method is to dip the trawl in a bath of the Regent Oil Company's Shell coat or Shell Chemicals is a PE-4. Neither product is viscous but it has to be treated or diluted before nets are dipped.

In Scotland, however, they sometimes dilute Shell PE-4 with a black bitumen composition half and half with paraffin.

Neither product is cheap but a local dealer should be able to supply it. I am sure that it is suitable for treating the twine in your trawl.

Value in a Clearscan

I THINK I had the honour to command the first trawler ever to be fitted with a radar — the old Stafnes in which an aircraft warning set was installed to enable us to detect fighter aircraft between Greenland and Iceland from the USA to Europe.

It was, therefore, interesting when I was recently shown Decca's latest Clearscan radars in the firm's demonstration van at Lowestoft. It is amazing how far marine radar has developed since its introduction on the Stafnes 35 years ago.

Details on rain and sea cluttering; automatic suppression of one's own receiver 'noise' and other vessels' radar transmissions; and how work echoes can be brightened and larger echoes provided on long ranges automatically by Clearscan radar have been published in *Fishing News* and other journals.

Clearscan's splendid value for money, however, does not appear to have been mentioned. In the van Ronnie Slight of Decca switched on nine and 12 in. display sets. A Swedish shipowner accompanying me was very impressed by the radar's performance, asking for prices and installation costs of two of the sets.

In order to underline not only the Clearscan radar's technical superiority but also its value for money, Ronnie Slight showed us a quotation for the supply and installation of Clearscan radars in two of the most successful Grimsby pair trawlers.

We also saw a short list of other makes of radar available in the UK which were suitable for the trawlers together with their prices.

The Swede understood figures in English better than verbally and realised he could buy radar with Clearscan facilities from Decca for around the same price as radar sets of equivalent size without them.

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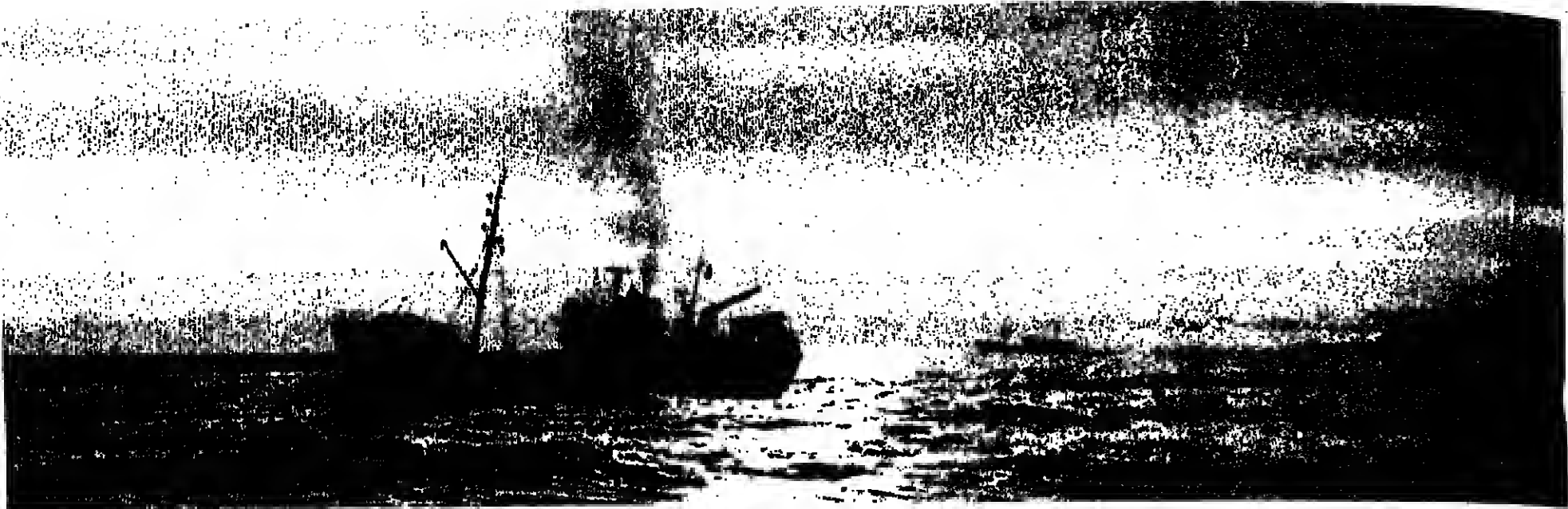
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Scotland

—special fishing news review starts here



The new Ocean Triumph II — come aboard on page 31



Two of Aberdeen's larger sidewinders setting off for the ground. Owners will soon have to start replacing these older vessels.

FISH PRICE RECOVERY PROPS UP TRAWLERS

EARLY IN 1976 Aberdeen trawler owners predicted that their entire fleet could be out of service by the middle of this year. A combination of low catch rates, uneconomic quayside prices and a savage rise in operating costs had been disastrous for the fishing industry.

Few Aberdeen trawlers made a profit, or even managed to pay their way.

During '74 and '76 about one-quarter of the port's trawlers had been withdrawn from fishing and, by early '76, decisions were being made daily whether or not to send vessels to sea.

The average price per cwt. paid for white fish at Aberdeen in 1975 was only £10.50 and the owners calculated that only a price rise of some £4 a cwt. in 1976 would prevent the fleet from collapse.

Subsidy

It was pointed out that if things did not improve they faced a loss of near £4 million. The Government was asked for a continuation of the subsidy scheme to help survive the crisis.

In the event no financial help was forthcoming and Ministers pointed out that prices were beginning to rise to more realistic levels.

Happy for Aberdeen, prices did take a turn for the better during 1976.

The average price paid per cwt. for white fish landed at the port during 1976 rose to a more satisfactory figure of £14. Trawlers landed a total of 1,280,000 cwt. valued at £17.5m. — a big increase in value over the 1,155,899 cwt. catch worth only some £12.3m. in 1975.

Well into 1977 the average value per cwt. has kept at £19 and, on the whole, the fleet has made a good financial recovery. By the end of October this year trawlers had put ashore some 958,000 cwt. which sold for £18 million.

Following a wadding out of the more uneconomic ships in the fleet, the number of vessels fishing during the last couple of years has remained fairly stable at around 65, as against 109 at the beginning of 1974.

Trawler owners are far from complacent despite the fact that they have had quite a buoyant year.

As 1977 draws to a close they are facing a number of short and long term problems and they are unsure about the future. Although only a handful of the larger vessels have been affected by the loss of Iceland, the situation of Faroe is having serious effects on a substantial part of the fleet.

The Faroe fishery had been a mainstay for Aberdeen trawlers for many years and, up until the time when restrictions were introduced, about 30 per cent of their landings came from this area.

Under legislation following the extension of Faroe's territorial limits to 200 miles early this year, only 27 named Scottish trawlers have been permitted to work within these limits, with only 15 on the grounds at any one time.

Fishing has been restricted to certain specified areas and, in November, Faroe dealt yet another blow when she set even further limitations. This included a cut-back on a cod and haddock fishing area which had been a key ground for Scottish vessels.

Squid

Robert Allan, Scottish officer of the British Fishing Federation, told Fishing News: "This series of stop and go agreements at Faroe has reduced cod and haddock fishing by 45 per cent."

Pat Lynch, trawler manager with the North Star Fishing Co., said: "Normally the Aberdeen boats would fish for squid and haddock on the Faroe Bank in the summer, but this is now closed to UK trawlers."

He added that it has been

almost a waste of time fishing at Faroe because there is not enough fish in the areas open to our boats.

North Star's three stern fishers — the 144 ft. *Granplan Monarch*, the 128 ft. *Granplan Chieftain* and *Granplan Warrior* — are allowed to fish at Faroe. But Mr. Lynch pointed out that it is uneconomic to send them there all the time because of poor catch rates.

A spokesman for J. Marr (Aberdeen) said that four of its six stern fishers had worked at Faroe, but they were not

able to realise their full potential.

Yet another problem has now been presented by Faroe's intention to increase the minimum mesh size to be used in her waters to 135 mm from January.

"This," says Robert Allan, "will make fishing at Faroe unviable". He said that owners are not satisfied on scientific grounds alone that this move is justified. They are pressing for a scientific meeting to debate the merits of this measure.

Continued overleaf



Above: Robert Allan, Scottish officer of the British Fishing Federation: "Stop and go agreements at Faroe have reduced cod and haddock fishing by 45 per cent."

Below: The 86-footer *Deasida*, built in 1972, is one of the highest-earning vessels of her type in the Aberdeen fleet.



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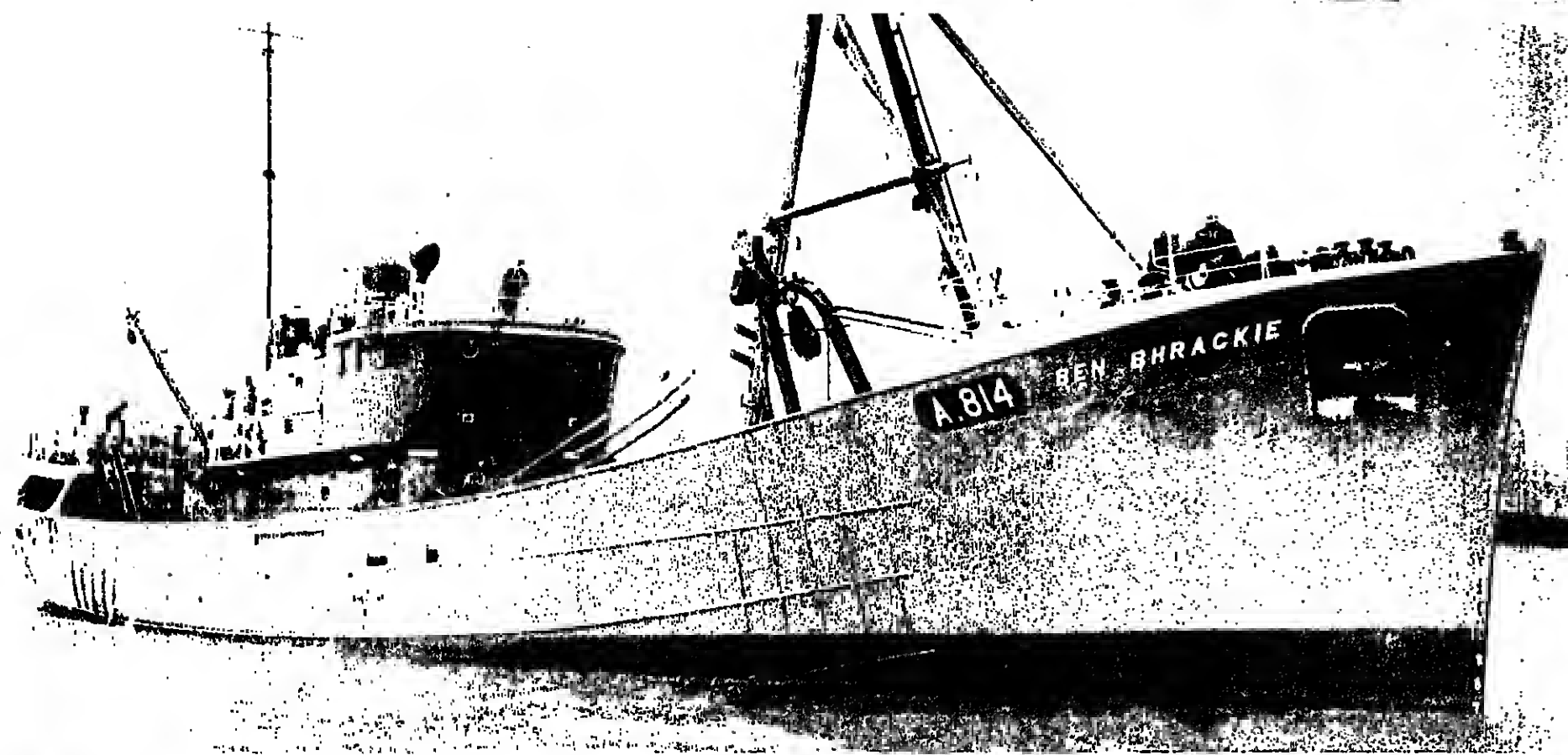
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Above: Ben Bhrackie — one of the two Irvin trawlers which have been fishing the Barents Sea this year. Below: North Sea's 128 ft. Grampian Chief — fishing at Faroe.

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Continued from page ten

Charles Small, a managing director with the John Wood Group, said that the new mesh size would mean that at certain times the boats would catch nothing but coley.

More negotiations are shortly to be held with Faroe to settle fishing agreements for next year. It is generally felt that Faroe is unwilling to enter into a long term agreement with the EEC for British vessels fishing in her waters until she, in turn, can get a satisfactory deal from the EEC.

Norway has called a halt to fishing, for the meantime, in her northern waters but, fortunately for Aberdeen, only one or two local trawlers work these grounds.

Richard Irvin and Sons has had two boats — the stern trawler Ben Lui and the side trawler Ben Bhrackie — on the Barents Sea this year and a spokesman for the firm said: "Now we're out of both Iceland and Norway, things are not looking too good for the future of these boats".

Barred

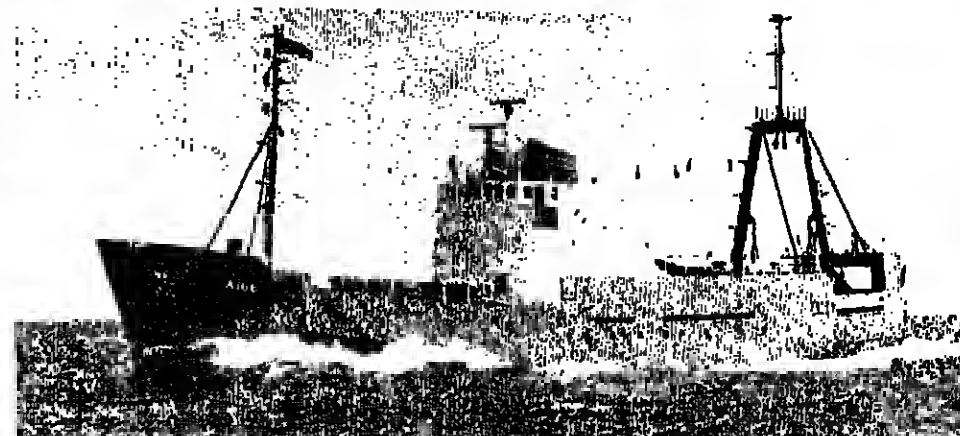
The 150 ft. Ben Lui has, in fact, done quite well this year on the Barents Sea owing to its good prices, but Bhrackie has been less fortunate.

With the cut-backs at Faroe the majority of Aberdeen trawlers are now fishing in the North Sea.

Charles Small said that those boats barred from Faroe are having to move on to the already overcrowded North Sea grounds. Skippers are having to learn the new grounds to keep their trips viable. Reasonable catch rates and good prices have helped many to have a satisfactory year, however.

In view of the uncertainty at Faroe, British United Trawlers decided to try its 127 ft. stern trawler Pindarus

FISH PRICE RECOVERY



Ben Lui — good trips from the Barents Sea this year.

in Shetland waters. A spokesman for the firm said that she had done relatively well.

While the EEC's Common Fisheries Policy remains unresolved, however, trawler owners are concerned about the state of the North Sea stocks.

Robert Allan said: "Aberdeen believes that if the CFP is satisfactorily resolved and the stocks are able to recover, then the future could be relatively bright for North Sea fishing."

"But owners don't want the UK to rush into an unsatisfactory settlement."

"The industry's approach is for the UK to press for conservation methods."

Members of the Aberdeen Fish Producers' Organisation have begun to work within a catch limit of 30 cwt. of haddock and whiting per man each week, in line with similar moves in other Scottish ports, as an interim measure.

Nevertheless, owners are worried that yet another year is almost over and the CFP is still not settled.

One owner said: "We just

don't know what plans to make for next year."

Owing to the current factors affecting Aberdeen, trawler owners are appraising the state of their fleets and wondering what type of vessel would best suit their future needs.

At present the fleet consists of 14 wet fish stern trawlers in the 117 to 150 ft. size range, about 40 sidewinders in the 115 ft. region and 27 pocket trawlers around 86 ft. long.

Because many of the larger sidewinders are nearing the end of their life, owners will soon be forced into planning fleet replacement on quite a significant scale.

However, as Robert Allan pointed out, owners can't decide on what to build until the CFP is sorted out.

Charles Small said that "fleet replacement would represent a huge investment for owners but, it must come, as 70 per cent of the fleet is in the 10 to 17 year age range."

The larger stern trawlers which have joined the fleet in recent years could be too large for future needs. Mr. Small said, and owners may well look for smaller vessels able to catch white fish and pelagic species.

Cooling

With the growing need to limit top-quality fish for human consumption, new boats may also be fitted with some form of fishroom refrigeration, he added.

Already moves towards a certain amount of new building are being made with the recent order placed by the Spinningdale Fishing Co. The Richards yard at Lowestoft is building two 88 ft. multi-purpose vessels to be part-owned by skipper Peter Simpson and Bill Wilson.

Unconfirmed reports also suggest that a 98 ft. vessel has also been ordered for an Aberdeen owner.

One section of the fleet

which is proving its worth at present is the pocket trawler. The catches from these 86 ft. side fishers now account for more than one-third of trawler landings at Aberdeen.

Many are part-owned by their skippers in association with trawling companies and their crews are paid on a share basis. In the main, they fish in Shetland, Fair Isle and off the Scottish west coast.

Weather

The foresight of trawler owners in moving towards this smaller class of vessel in recent years is now being rewarded and, as the majority of pocket trawlers are under six or seven years old, they should remain viable for a good number of years.

Not all trawler owners are convinced that this is the right type of boat for fishing the North Sea all year round. Bad weather can interrupt operations resulting in irregular supplies to the market.

There is also the fear that, should more be built, there could well be crewing problems.

One owner said that something in the 100 ft. class might be more suitable in future.

Robert Allan commented: "Given the right outcome of the CFP, Aberdeen is in a good position geographically and has sufficient buying force and back-up facilities to be a growth centre."

Aberdeen has one problem which does not affect other trawling ports to any great extent: it is faced with competition for labour from the North Sea oil developments.

Skilled technical personnel and certified seagoing people have been lured away from fishing by the high wages offered in the oil industry.

Trawler owners are now having to recruit over a much larger area.

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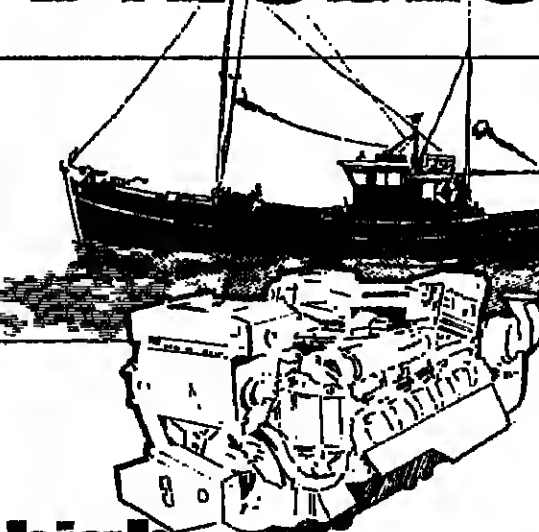
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ODD CUSTOMS and traditions have always existed where men have gone down to the sea in ships to fish. Most are so old their origins have been lost in the folklore of centuries past.

Such rituals were strongest in the days of sail — well over a century ago — yet it would be wrong to dismiss them as relics of less enlightened years.

The obsessive commitment to superstition has gone; it no longer dominates the lives of whole communities from the cradle to the coffin. Yet even today it is still possible to find men and women who cling to the last vestiges of a way of life and defy reasoned explanation.

That it existed at all was due largely to a primitive in-born fear of the power of the sea, the uncertainty of fishing and a resolute belief in providence.

At its peak, during the nineteenth century, superstition raged through the entire British fishing industry and haunted behaviour ashore just as it did at sea.

Many customs were universal but, in Scotland, the proliferation of isolated communities of fisherfolk among the craggy coasts of the mainland and islands gave rise to local variation.

Whistling was always considered a most unfortunate habit. 'Whuslin' up the win', and more probably a raging gale was the inference here which would wreak havoc among the 'wee boats'.

Similarly, any fish-wife who blew on her oat-cake to cool them was surely dooming her 'guld men' to a watery grave, just as she would if daring to comb her hair after sunset.

When the bairns took a drop of the hard stuff

It was considered the height of ill-luck in Scotland to fish on the Sabbath, a custom which gave rise to the popular term 'Sunday boats'.

As the grounds got further afield it became customary to allow them to sail after 'the blessing', usually 'Eucharist' at the local chapel, but no one dared shoot their gear before midnight.

Delving into 19th century history, the unexplained decline in the prosperity of Dunbar and Stonehaven has been attributed to the sin of Sunday fishing.

All sorts of strange rites applied to other days like finger nail clipping on Tuesdays which invoked the wrath of the witches.

Oddly enough Fridays — the bogey day for most

fishermen — were held as lucky in many parts of Scotland for laying the keel of a new boat. The launch, however, was a different matter and Fridays were to be avoided, generally in favour of Thursdays.

The ceremony had to take place with the tide 'flouin' and these sturdy wooden vessels were never named until they were well and truly afloat — and even then, if built at another port, not until they arrived home. The christening was done by smashing a bottle of whisky over the stern or stem.

Blessing

To ask a minister for his blessing was tantamount to condemning the boat as, indeed, was the mere presence of the 'man wyon blaw kyta'. After the launch came the 'boat feast' with bread and cheese washed down with plenty of whisky.

The mercurial properties of this golden spirit, as now, sealed many deals and young and old alike took their fill. It was not uncommon for Scots fisher-wives to induce sleep in their bairns with whisky whilst still babies so most boys had already acquired the taste.

There is a well authenticated story of the Scots lad

on his first trip to the East Anglian herring fishery being given a sovereign by his skipper when in Yarmouth and told to spend it on food and drink for the crew. He returned with six bottles of whisky and a solitary penny loaf.

For a moment the skipper gazed with admiration at the provisions, then exclaimed: 'Heaven forgive ya boy, whatever shall we do wi' all yon bread?'.

Once in the water for the first time, to avoid bad luck the boat had to be turned with the sun; 'pit the boats heid west about', they used to say.

Usually a horseshoe was nailed to the mast emphasising the general belief that 'cauld iron' would ward off everything evil. If a new boat had been brought from another port the skipper's wife would usually name it and shower it with corn or barley for good luck.

Nothing save misfortune awaited a new boat not ready on the appointed day and for a crew to return home empty handed was akin to tragedy.

Before the first trip great care was taken with the preparations. Ballast from old boats was universally avoided, whilst on the west coast the sweeps (oars) and sails had to be brand new.

It was a general custom to allow a new boat to lead out her local fleet on the first trip and, at many east coast ports, the owner's wife laid on breid and cheese for the crews of local vessels following her home.

Stories abound of new boats purposely returning with the straggler.

Nothing could perauade the 19th century Scottish fisherman to board a stranded boat from his home fleet if lives had been lost.

Even after the elements had broken her up he dared not touch the floaton no matter how short of firing he was. Very occasionally a repairable boat could safely be sold to another port, as the sale money bought out the vessel's bad luck.

Aversion

The English aversion to green was largely ignored in Scotland. The big flies and zulus, with their immense spread of sail, stuck rigidly to black hulls — a memento of even earlier times when nearly all Scots boats had tarred hulls.

Even here euparation lurked and an owner tempted providence if his wife did not apply the first 'mop' of tar.

Certainly the multi-coloured Shetland fourarens had little apparent superstition on colours. Nor for that matter did the late 19th century Orcadian vessels with sparkling white topsides set off by black, green or red bottoms.

Seventy years ago the arrival of the steam drifters in numbers added another dimension in terms of bright colours.

One custom connected with colour schemes once very prevalent in Scotland was the mourning band, a slender stripe of blue paint encircling the hull — save for a small

gap — which denoted the death of a crewman or relation.

It was all too commonly seen on steam drifters from the Moray Firth ports, although latterly it was more often painted around the funnel, just below the smoke-hand. The gap is left otherwise the skipper's life is also at risk.

Needless to say it was not entirely unknown for the band to be continuous.

Fear of the fishing number 13, or one which added up to 13, widespread in England, never really luthered the Scottish fishermen. Indeed far from a resistance there was quite a demand for numbers totalling 13!

Anyone disbelieving this can still find ample evidence at Aberdeen. At some ports repetitive numbering, especially 111 and 1111, was unpopular.

This was almost certainly imported from England by drifermen who worked closely for so much of the year with their English counterparts, notably the East Anglians who had strong feelings over such numbers.

There seemed to have been unlimited superstitions actually concerned with getting crows in sea.

Initiation

Usually boys going for the first time went through strange initiation rites, known as 'brotherin'. A deal of horseplay took place at these somewhat pagon ceremonies but, once the youngster had shed a drop of blood, he was accepted as an equal until the gathering got 'bleezin' fun' an whisky and ale.

On the north-east coast abducting blood was held as a sure way to avert bad luck and men were known to start fights among their friends every now and then to fulfil this obligation.

It was a terrible blunder to ask a fisherman where he was going to fish, or wish him 'guld luck' as he was about to leave. Such clumsy remarks could result in a bloody nose from an irate fisherman to turn the innocently implied misfortune by drawing blood.

Journeys to the beach, or harbours, were fraught with problems. So many things had to be given a wide berth it seems extraordinary anyone got to sea at all! It was terribly unlucky to meet anything 'ill-fit' like cats (but not in Shetland), or people with certain names, occupations or peculiarities.

Woe betide anyone whose surname ended in a double consonant like Campbell, Ross or Coull for, together with cripples, clergy and sometimes all women, the slightest glimpse meant a 24 hour postponement.

On the Western Isles it was standard practice to send the boy ahead to make sure no women were about before the rest of the crew emerged. However, on the east coast, the fish-wife was often needed to get her man to sea.

From Black Isle, along the southern coast of the Moray Firth, they labouriously heaved Victorian scaffolds up and down the beaches and usually in winter would wade

into the freezing sea, sometimes to their white, ferrying their men about and ashore to keep them dry.

Here they must have had a welcome sight indeed, a Aberdeen, a red-haired woman with flat feet sitting on the quayside would have kept the fleets of liners and trawlers in port for weeks.

Resented

Some men bitterly resented being asked for a light from their pipe and would never carry a porcel for a friend, lest their luck ran out.

To try to borrow money caused many an outburst of anger, yet it was lucky to borrow some small article from a friend at the start of the herring season, provided it was never returned.

In Shetland the fisherman's chances of a good season were reckoned to be enhanced if his wife threw a broom after him as he departed. It cannot have been too happy a parting if it is him!

Most fishermen's families were God-fearing, seldom missing a service at the chapel or kirk. The clergy's return did valuable work within their local community, especially when times were hard, and yet they were completely untraced by the sea on anything remotely connected with fishing.

A fisherman would turn a perfectly good net to turn his ill-luck if a minister had dared to set foot on his boat, as already described, until, as already described, they were one of many peculiar subjects absolutely taboo in conversation.

So were kinks, often useful navigational aids, which became 'bad hogsies' at sea. Animals headed the list of banned sea-going words. Right at the top were pigs and rabbits and, when the absolute necessity arose to discuss them, under strict pressure they became 'pumpkins' and 'penderies'. Feelings against the former 'beasties' ran so high many a skipper wouldn't sail with a rasher of bacon aboard.

Not far behind were buns, or 'maunehins' — loathed because it was believed witches turned themselves into buns. Needless to say into harsa. Needless to say these buns were always smashed to smithereens. A sizeable fragment was quite large enough for a witch to sail to the fleet and bring cheer.

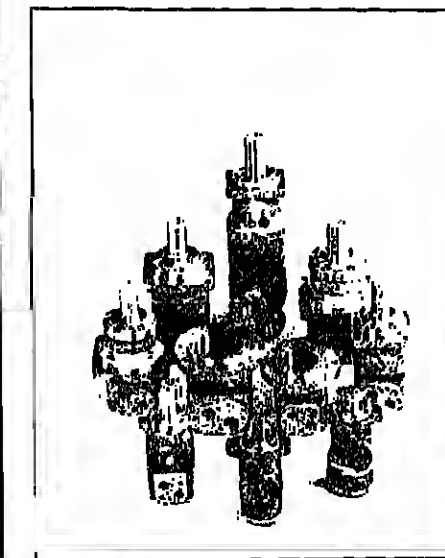
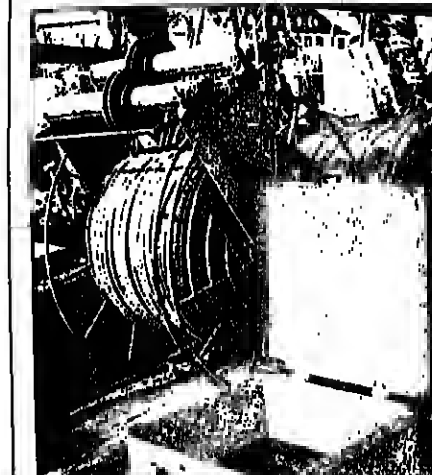
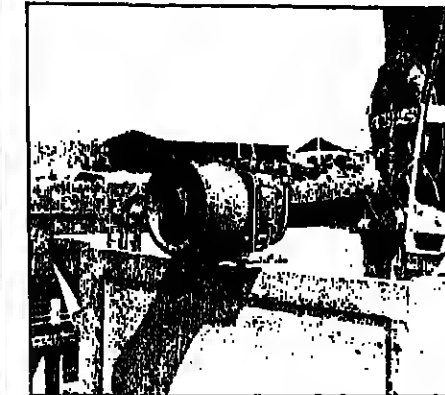
Swearing

Misuse of the word God when swearing was another terrible sin, putting the whole crew in fear of their lives. As a safeguard against these lapses, the fishermen would seek to turn the temptation evil by grasping a piece of iron and muttering 'could of iron and muttering'.

Splitting was another iron'. Splitting was another means of nullifying evil. At all costs it was important to avoid bad luck, for there were so many unwritten rules at sea which if broken were supposed to be the most eater. Probably the most macabre was the ancient reluctance, prevalent in the

Continued on page 41

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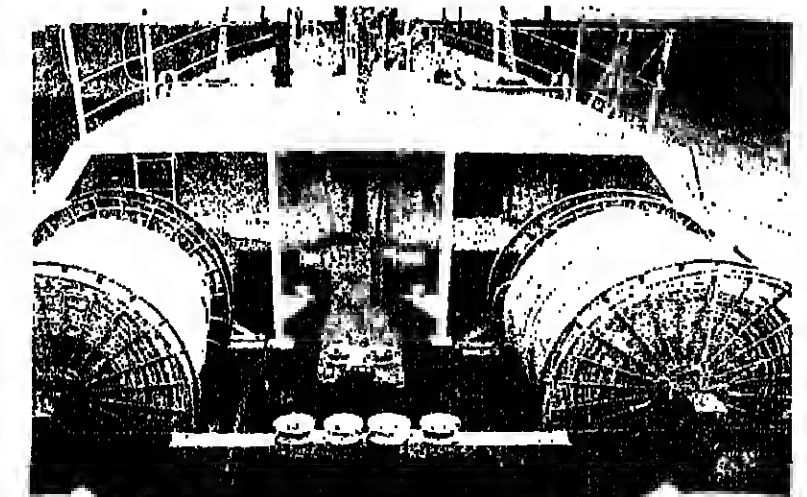
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SHIELWOOD (A155)

Built by the Campbeltown Shipyard for the Don Fishing Co. the 75 ft. *Shielwood* is sailing from Aberdeen under Skipper Robert Malcolm. She is powered by a Deutz 460 hp engine and gear handling aids include Northern Tool and Gear winch, Fishing Hydraulic rope reels and Repp power block hung on a Hlab crane.

AEOLUS (BCK143)

The 74 ft. wooden-hulled seiner-trawler *Aeolus* (God of the Wind), seen bottom left, was built by the Macduff Boat-building and Engineering Co. for Skipper George Findlay of Buckle. She was the first vessel in the north-east of

Scotland fitted with the new Simrad MC Combined Selo Expander and Storage Unit to supplement her Simrad EQ echosounder and C Echo scope. *Aeolus* fishes out of Peterhead.

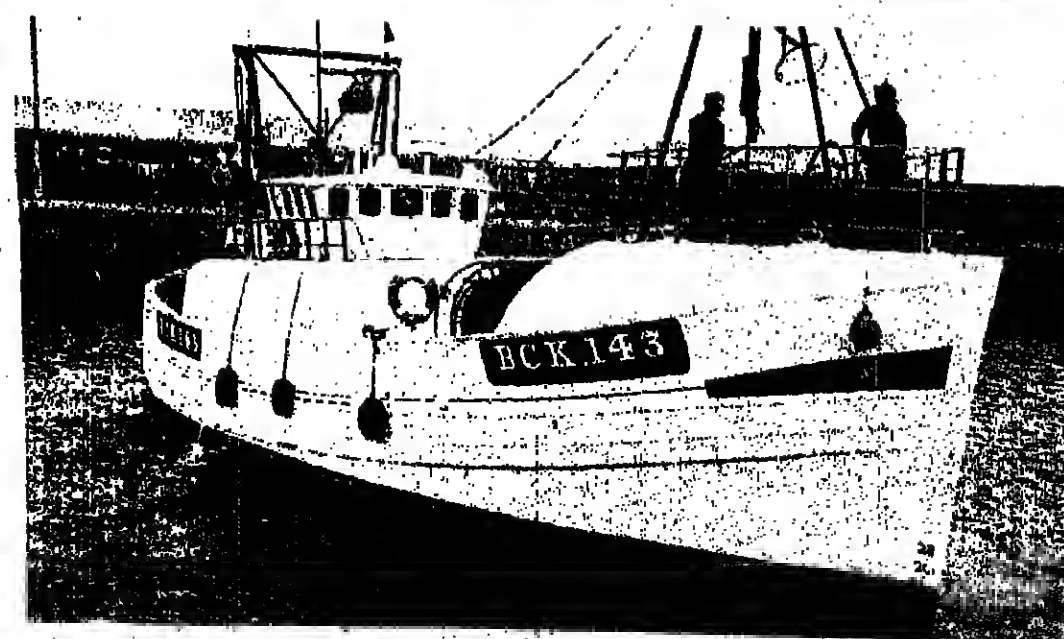
CORONELLA (BF277)

This boat (bottom) is one of the purse seiners to join the Scottish fleet in 1977. The 85 ft. *Coronella*, built for Skipper David Alexander of Benf and his partners, was one of two vessels ordered from the Smith and Hutton yard at Dundee. Following this firm's closure, she was fitted out in Fraserburgh harbour by J. and G. Forbes and Co. Designed by the Nepler Company (Arbroath), *Coronella* is a sister-ship to *Brenelline*.

New boats of '77

RHODELLA (BCK100)

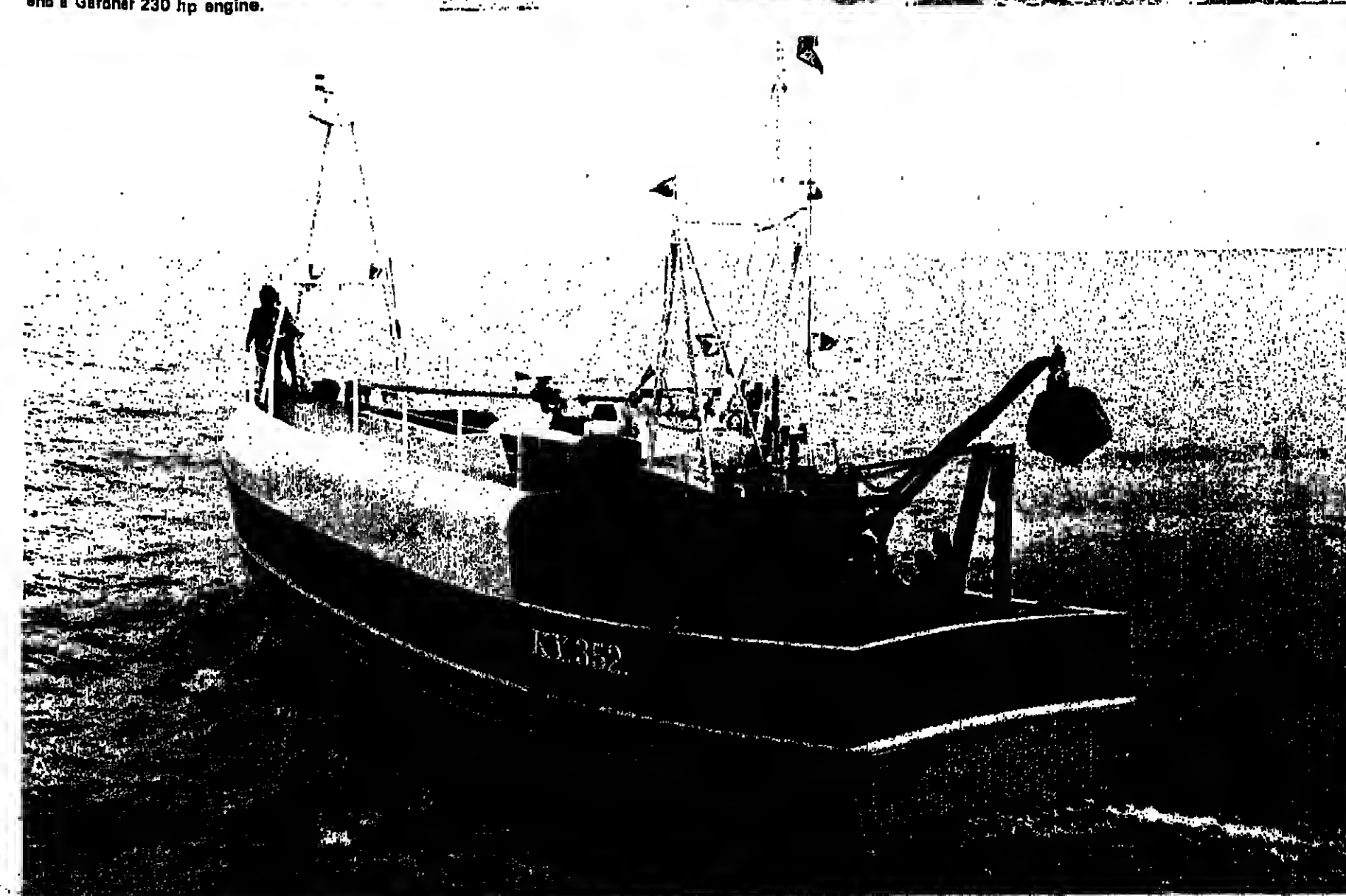
Seen (below) after her launch from Jones Buckle Shipyard in the summer is the 74 ft. wooden-hulled seiner-trawler *Rhodella* built for Skipper Eric Smith of Buckle. Designed by G. L. Watson and Co., she has a fleehroom chilling plant from Currie and Thomson (Engineers) Ltd. *Rhodella* is seine netting out of Peterhead and other equipment aboard her includes Kelvin 500 hp engine, Loeble Hydraulics rope reels and power block, plus Sutherland winch. Her fish finding aids are mainly by Elec and she has her whaleback, gutting shelter and hatch covers made of aluminium to cut down on top weight.

**BOUNTIFUL (BF79)**

The 58 ft. wooden-hulled and transom-sterned *Bountiful* (above) was built by J. and G. Forbes and Co. of Sandhaven for Skipper James West of Gardnatown and his partner, Forbes West. Powered by a Mirreles Blackstone engine of 750 hp, she is fitted with a Robertson trawl winch, Northern Tool and Gear seine winch and Repp power block.

ORION (KY352)

One of the more unusual seiner-trawlers to come from a Scottish yard this year is the 54 ft. *Orion* (below), built by Gerrard Brothers of Arbroath for Skipper Willem Scott of St Monens. She has a full-length shelterdeck, Remme seine rope reel unit and a Gardner 230 hp engine.



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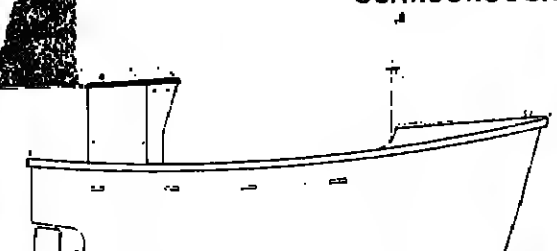
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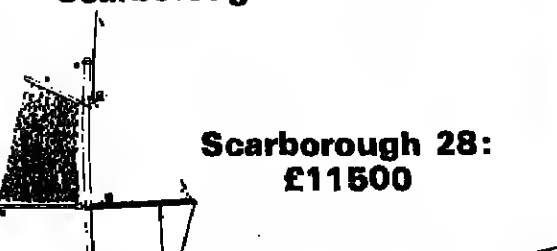
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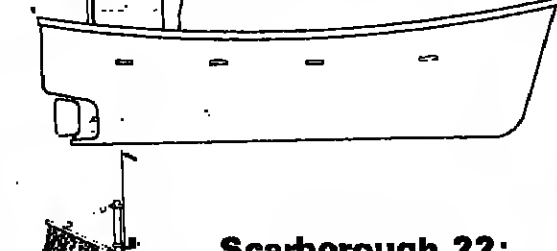
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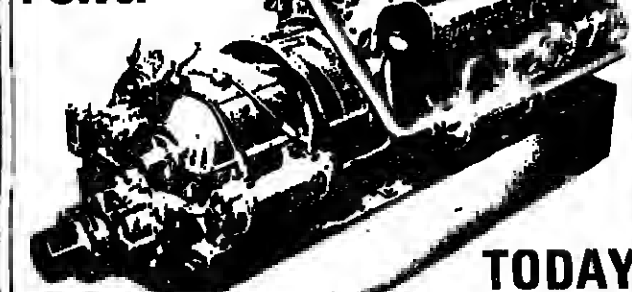
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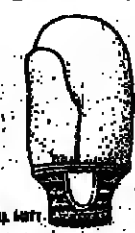
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Macduff — now having a revival after the depression of the mid '70s. The port boasts a fleet of sturdy bobbin trawlers.

MACDUFF LEADS ON!

THE SMALL Banffshire fishing town of Macduff is now having a revival after being severely hit in the depression of the mid-70s.

Then, when steep rises in operating costs and poor prices set in together, about one-quarter of the port's 40-strong fleet was forced out of business.

Even two of the port's most successful fishermen had felt that fishing from Macduff was finished and they found jobs ashore.

Quits a few local men took berths on larger herring boats owned at different ports, while others found jobs in North Sea oil.

couraged more boats to work locally. At least one skipper who sold out during the slump has now bought another boat and more fish buyers are beginning to look to Macduff for supplies.

Fishermen say they have found haddock and whiting in places where there have not been any for years, while in the autumn they were finding some excellent shrimps of end.

On September 26, Skipper Kenneth West and the 58ft. bobbin trawler *Seagull* set a new grossing record for the port when he landed 300 boxes of cod and ten of coley caught in a 17-hour trip. The fish realised £7,500.

Other similar vessels have been coming in with catches of over 200 boxes for one and two day trips on the local grounds.

Bobbin trawling was introduced to Macduff in the late 1960s by skippers Maurice Slater and George Slater with their vessels *Golden Spinney* and *Golden Hope*. The method was adopted by other boats in preference to fly-dragging seining.

Fish was becoming more scarce on the seine net grounds and trawling enabled the vessels to work rough ground and so open up fishing areas which were inaccessible to the seine net.

Stout

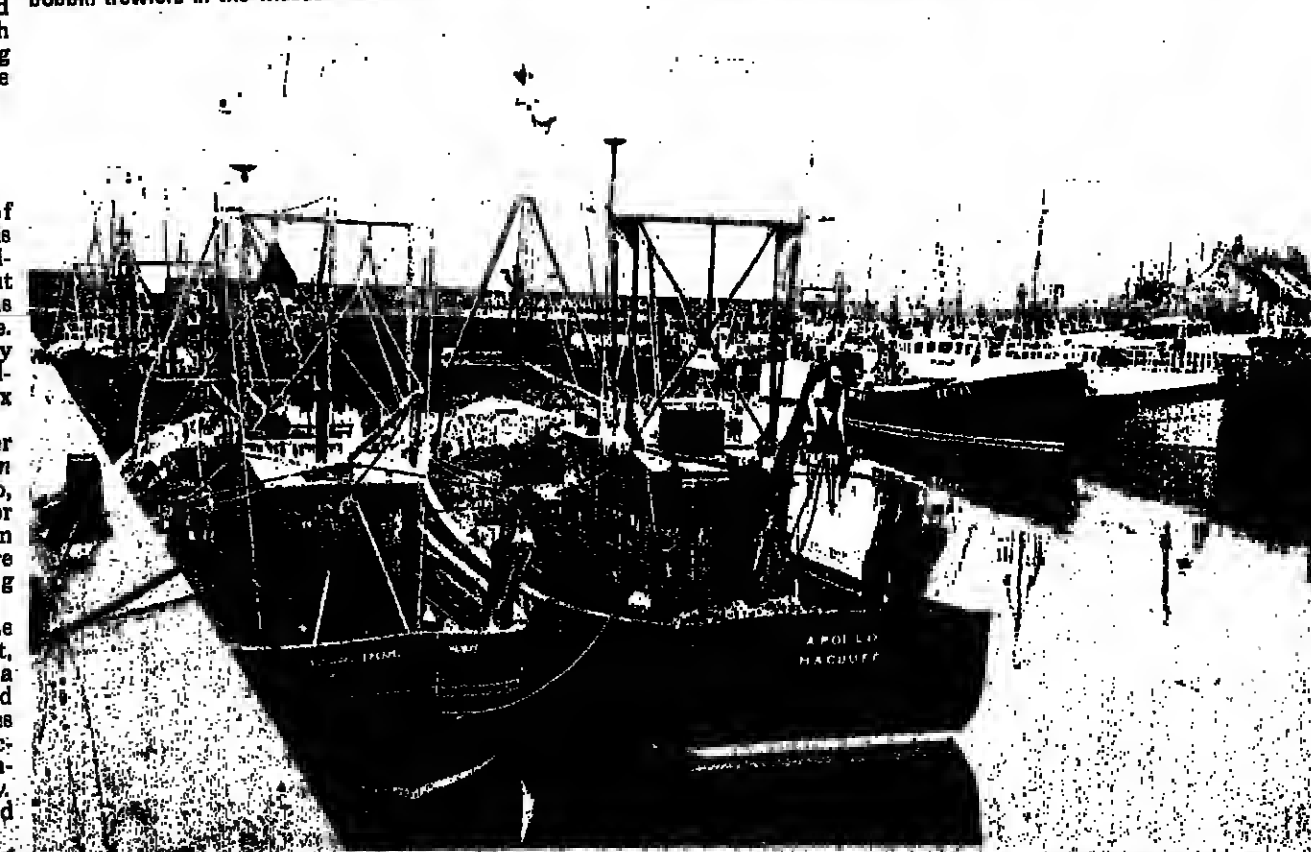
Today, the majority of Macduff's 30 or so vessels concentrate on bobbin trawling and quite a few are stout little transom sterned vessels in the 60 to 80 ft. size range. They have been specially designed and built for trawling during the last five or six years.

Skipper Maurice Slater said that he had sold *Golden Spinney* because, at 114 hp, she was under-powered for trawling. She had not been catching as well as the more powerful boats fishing alongside.

About two years ago he took delivery of his new boat, *Star Award*, equipped with a Caterpillar 360 hp engine and Kort nozzle. This boat uses heavier gear and has effectively in areas which were unsuitable for *Golden Spinney*. The 66 ft. transom-sterned



Above: *Valonia*, skippered by John Watt, is one of the newest bobbin trawlers in the Macduff fleet. Below: the Macduff fleet tied up for the weekend. The Scottish port now has around 30 boats.



Continued overleaf

MACDUFF

From page 19

Star Award came from the Macduff Boatbuilding and Engineering Co. which has done much to build up this powerful fleet of bobbin trawlers.

Skipper Kenneth West's boat *Seagull* is also 56 ft. long and was built by Herd and Meckenzia of Buckie in 1971. She was originally powered by a Caterpillar engine of 250 hp, but a year ago she was re-engined with a larger 'Cat' of 370 hp.

The majority of these vessels use Mystic bobbin trawls from the Boris Net Co., together with 7 ft. Dunbar Vee-type doors.

Last winter *Seagull* and *Star Award* worked a Boris white fish pair trawl for a short while from Macduff and Kinlochbervie. The net proved to be particularly good for cod and fished especially well in deep water.

Skipper Slater said that the pair trawl can cut the boat's fuel costs by about one-quarter as they tow more slowly.

Early

Although the bobbin trawlers usually work from Kinlochbervie from about March to September, the good fishing in the Moray Firth attracted them back to Macduff much earlier this year.

Some came back as soon as May and had quite good catches of haddock which earned reasonable prices.

By late September the big run of cod had started and quite a few of the boats fished about six miles from home and were able to land every day.

Skipper Kenneth West said that big landings were still keeping prices back a little and the cod was earning about £35 a box.

Some skippers think that a cut-back in industrial fishing is the reason for bigger catches this year. They say they are catching the fish that would have normally been taken by the industrial trawlers.

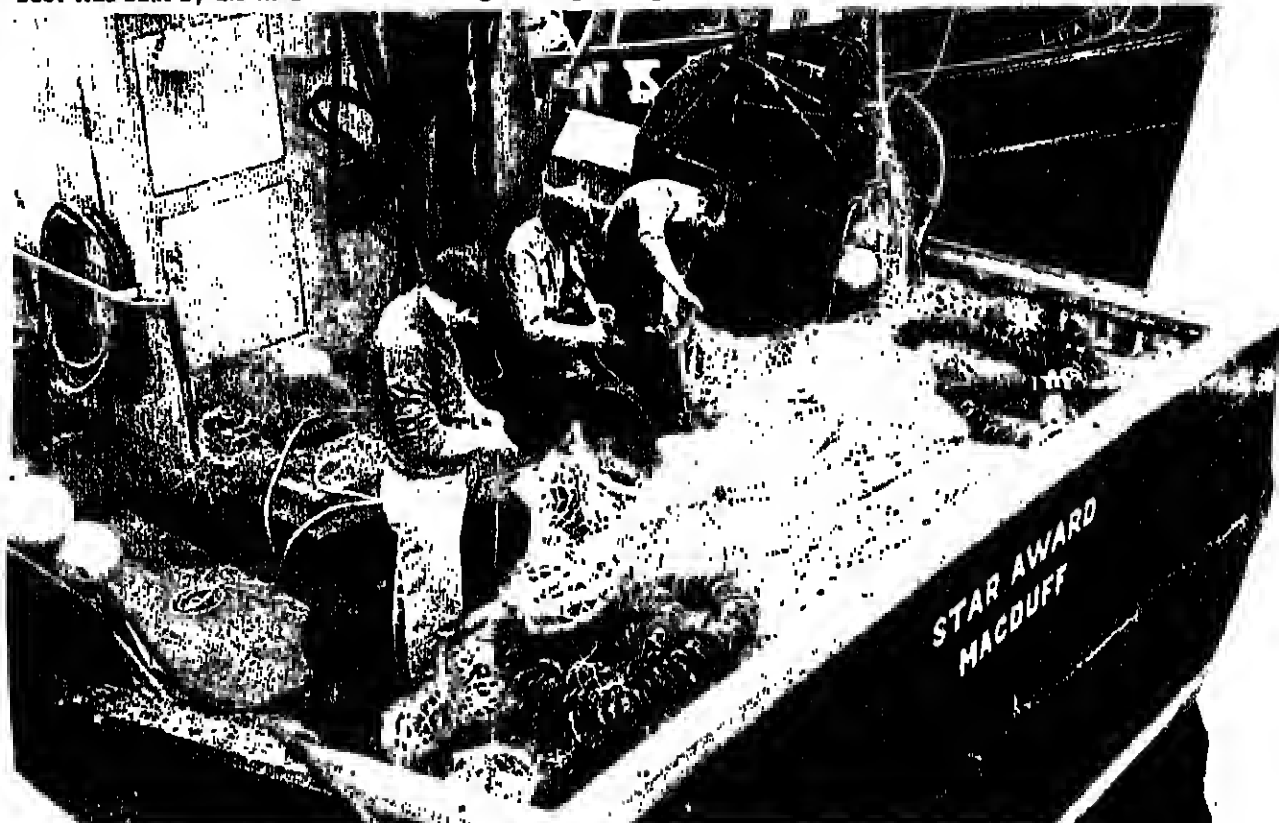
Other skippers say that this is not the reason. There have always been good and bad years — and always will be.

Macduff was an important aena port for some 50 years and skippers still carry on this tradition. About eight seiners work from home and two or three larger vessels are based at Peterhead.

Skipper Robert Mitchell's 56 ft. *Mizpah* often makes trips of three or four days to Fair Isle, landing in the



Skipper Maurice Slater's 56 ft. long *Star Award* is typical of the small bobbin trawlers working out of Macduff. The two-year-old boat was built by the Macduff Boat Building and Engineering Co. Below: repairing her nets.



region of 350 boxes of haddock and whiting.

Fishing is as good as it has been for a number of years, Skipper Mitchell said, but the fish are getting smaller.

Mizpah and one or two other seiners sometimes landed at Peterhead but, for the last couple of years, they have come into Macduff. This is a bid to develop the market at home.

The cruiser-sterned *Mizpah*, built by George Thom-

son and Sons at Buckie in 1971, is powered by a Kelvin 320 hp engine and has a Sutherland hydraulic winch. She was the first vessel in the UK to be fitted with an Ibercra power block.

Two or three older seiners work much nearer home and, as they are under 50 ft., can fish within three miles of the coast.

Skipper Stanley Lyon recently bought the 45 ft. five-sterned *Harvest Reaper*

from Fraserburgh. Built in 1931, she has a 60 hp Kelvin engine and is fitted with a pedestal-type power block. She has just undergone her last survey and needs only a few minor modifications.

Skipper Lyon said: "She is a good boat and is in good condition".

Another inshore seiner is the 45 ft. cruiser-sterned *Kimberley* which was built near Yarmouth in 1948. Her equipment includes a 114 hp

Gordor engine, mechanical winch and pedestal power block. She uses nine coils of rope per side.

Skipper John Watt said that about 10 boxes of haddock a day is a fair shot for these older seiners.

There are four firms of fishbasemen in Macduff. Alexander Paterson is approaching its centenary and the present three partners are the third generation of the family to run the business.

Below left: Skipper Stanley Lyon's *Harvest Reaper* is 45 years old and goes seine netting. Below right: Suckle seiner *Aeolus* on the Macduff slip.

About 14 boats are owned by the firm which also runs a cannellery store. The family ran the local boatbuilding and engineering yard, but it was taken over by new owners about ten years ago.

The Banffshire Fish Sales Co. was opened in 1974 as part of the Aberdeen Jute Wood Group's move into on-shore fishing.

The majority of the vessels working through the office fish out of Macduff off the west coast.

Peter and J. Johnstone, now a subsidiary of J. Mar (Aberdeen), has had an office in Macduff for many years.

James Mitchell and Sons was set-up about eight years ago by ex-skipper James Mitchell and his son, James, Jr. It handles about 100 locally-based boats including the seiners *Dioscuri* and *Mizpah* which fish under James, Jr.'s two brothers, John and Robert.

Only a handful of non-wholesalers attend the fish market, including John Houston of Macduff and Herbert Cox of Aberdeen and Lirkio.

Some small merchants take three or four boxes of local outlets, but there are indications that the buying power will become stronger.

Salmon James Mitchell, Jr. said that his firm has started to buy fish for one of two Aberdeen merchants. Also, a Peterhead buyer has attended the market for the first time.

Although the fleet is down by about one-third compared with the early 1970s, its catching power is stronger.

Continued on page 21

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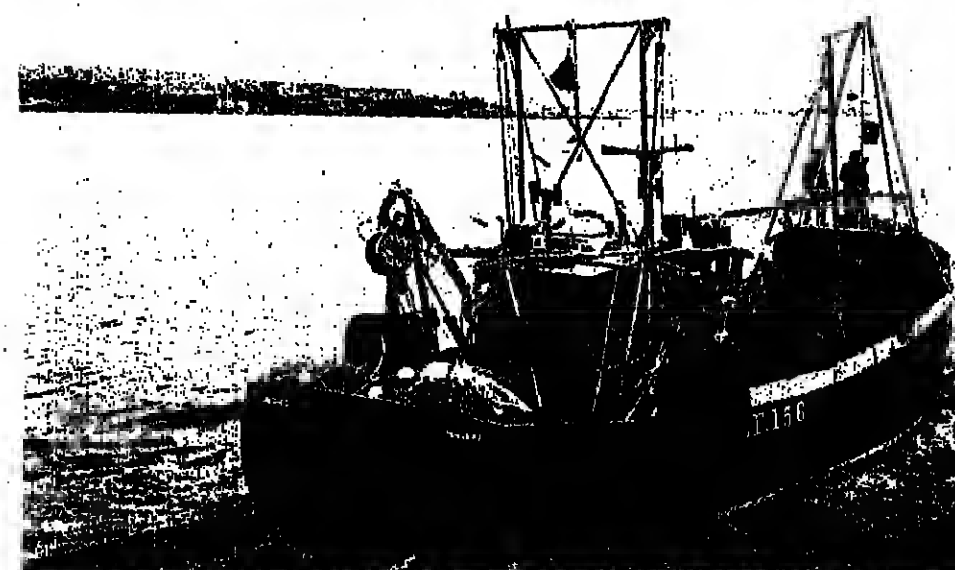
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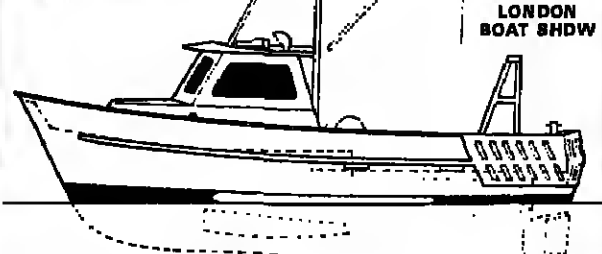


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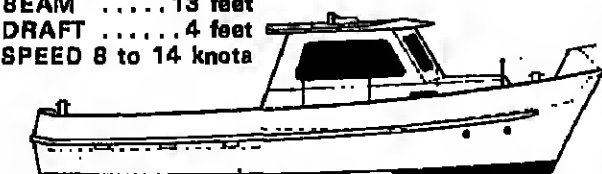
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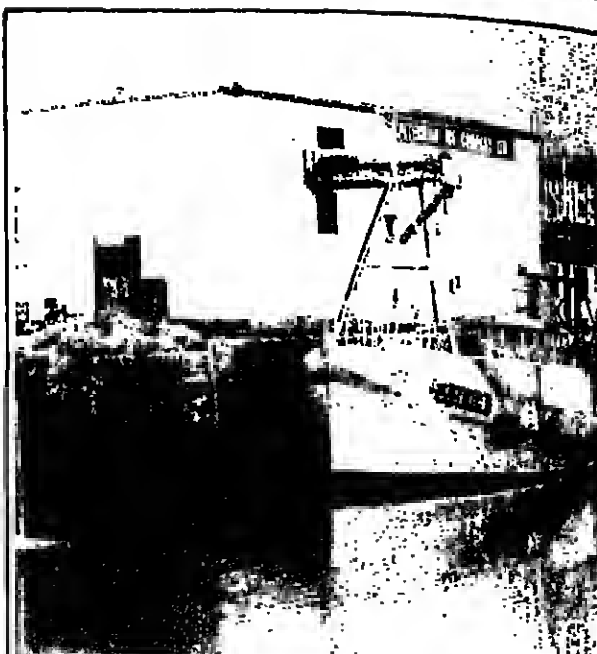
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MACDUFF

From page 20

owing to the addition of the sturdy bobbin trowlers.

Those skippers who held on during the mid-1970s slump have now been rewarded by better catches and prices.

Provided that there is plenty of fish in the Moray Firth — and prices stay up — they would prefer to work from home rather than from other ports.

Macduff is the base for some well known firms associated with the fishing industry.

For many years Macduff Engineering Co., run by the Paterson family, built traditional cruiser-sterned wooden seiners for the local fleet and elsewhere.

When seine netting was introduced to the Moray Firth in the 1920s, the late Clem Paterson invented an efficient and robust seine net winch which could be driven from the boat's main engine.

In 1965 the firm was taken over by Benf boatbuilders, J. Watt and Sons, and it now operates under the name of Macduff Boat Building and Engineering Co. Ltd.

It has the happy knack of keeping a busy order book and has launched as many as eight vessels in one year.

A new 120 ft. shed was built about four years ago and the engineering works have been modernised this year.

Generally the firm builds vessels to the 60 to 75 ft. size range, the majority being for the Scottish fleet although several have gone to other parts of the British Isles.

In the early 1970s four larger boats — the 78 ft. seiner-trowlers *Starrella*, *Rival*, *Torradale II* and *Calvados* (now *Thermopylae*) were built for Peterhead.

Orders

The first transom-sterned boat from the firm was the 65 ft. *Atain* built in 1970 for Skipper C. Ewan. She is one of the few Macduff seiners to work from Peterhead for most of the time.

A large number of the modern vessels in the Macduff fleet are products of this yard, including almost all the sturdy little bobbin trowlers. Five vessels are now building or are on order.

First to be completed will be the 56 ft. transom-sterned trawler *Loranthus*, being built for Messrs William and Neil Bruce and Messrs Firth and Sealing Co. of Buckie.

Designed by Napier Co. (Aberdeen) in conjunction with the builders, she will be powered by a 280 hp Kelvin engine equipped with a Reintjes gearbox.

Other equipment will include a Norwinch six-ton davit winch, Wesmar sonar, a power block and a Petter ABI auxiliary engine. She will have a steel deckhouse and an aluminium whaleback.

Loranthus will be followed by another 56 ft. trawler of similar design, *Deejoy*, ordered by Messrs Cowell and Rainforth of Fleetwood.

Powered by a Gardner 200 hp engine, she will have a Kort nozzle, Monton Brixham hydraulic trawl winch, Losale Hydraulics power block, Petter auxiliary engine and Kelvin Hughes echo sounders.

Skipper A. Foreyth and the John Wood Group of Aberdeen have ordered a 56 ft. seiner-trowler. She will have a 200 hp engine.

Northern Tool and Gear seine and trawl winch, an aluminium whaleback and deck shelter, plus rope storage bins.

Orders have been finalised recently for two 75 ft. vessels for Scottish owners. Some 50 to 60 people are employed by the firm which, but for electrical work, is self-contained.

Two vessels can be under construction in the shed at one time, while others can be undergoing fitting out work in the harbour.

The firm also operates a heavy repair and overhaul service, with boats coming from as far away as Hartlepool and the Isle of Man. Recently a new Gardner 172 hp engine was fitted to the Manx vessel *Friendly Shore*.

Repairs

The marine engineering firm of James M. Joiner was set-up at Macduff about five years ago. Dealing mainly with repairs, the firm's engineers travel as far afield as Ullapool and Peterhead to service boats.

Last year a new Kelvin 310 hp unit was fitted to the 56 ft. Macduff trawler *Apollo*. This vessel was built about six years ago for Skipper Alex Joiner.

A new Gardner engine has been fitted to the Whitehills vessel *Lupin*. Seine rope storage reels by Fishing Hydraulics have been installed aboard the 65 ft. seiner-trowler *Quo Vadis* of Wick. The firm is also agent for Kelvin engines.

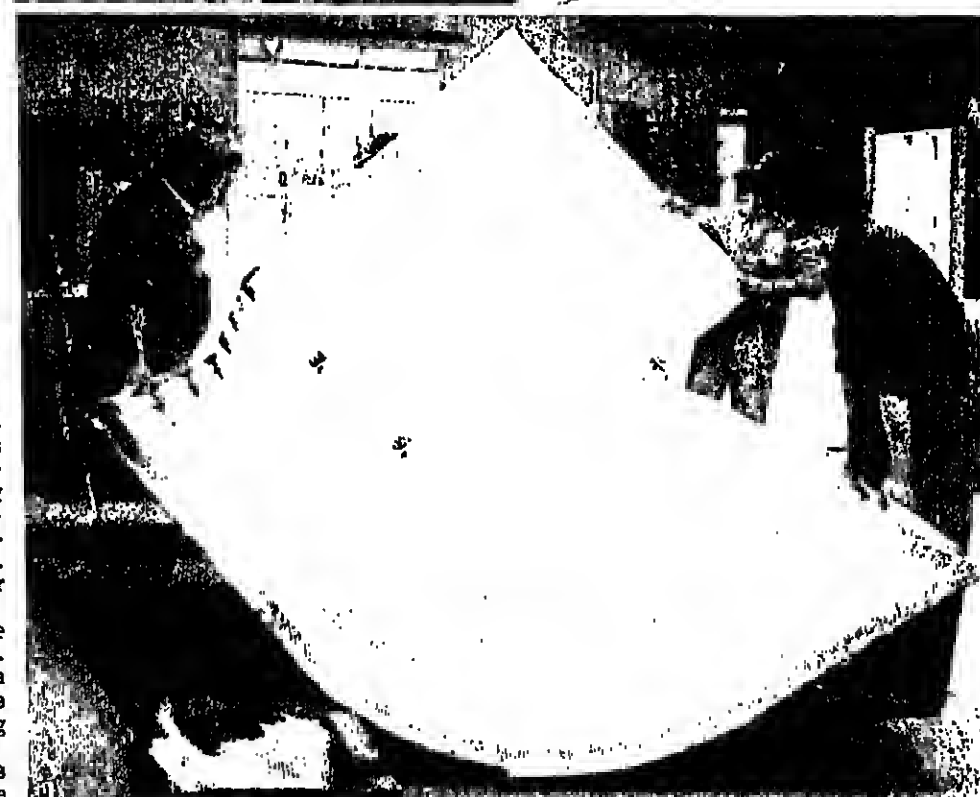
The Deuntjens Marine Engineering and Supply Co. Ltd., based at Banff, has a high reputation for the winches it has been making since 1964.

The firm fits winches regularly and always has marine repair work on hand. It is also a service depot for Reintjes gearboxes and Deutz marine engines.

Below: seine rope reels being fitted to the Wick boat *Quo Vadis* by the new Macduff engineering firm of James M. Joiner.



Above: full length aluminium deck shelter being fitted to the Portnackie trawler *Courier* by the Macduff Boat Building and Engineering Co.



Left: part of a GRP deck shelter being made in Macduff Glassfibre's workshop. This one will go aboard the Whitehills boat *Onward*.

by laminating the GRP over a stout aluminium framework which is glassed over so that it becomes an integral part of the structure and will not corrode.

The aluminium is taken to the boats to be shaped and is then laminated in the workshop so that boats are not held up in port while the shelter is being made.

Strength is combined with lightness. A shelter measuring 22 ft. by 18 ft. made for the Whitehills seiner *Onward* weighed only 25 cwt.

Larger vessels fitted with the shelters include the Peterhead seiners *Daisy*, *Graceful*, *Rival*, *Duthies II* and *Fidelis*. The firm also makes GRP whalebacks and has fitted one to *Onward*.

Fishrooms have been lined with GRP so that they can be cleaned more easily when vessels have been carrying bulk catches.

The firm has lined the fishrooms on a sub-contract basis for several vessels built by J. and G. Forbes and Co. of Sandhaven.

Slipway

In addition to its GRP work, Macduff Glassfibre is to diversify into aluminium fabrication. Works manager, Mr. J. Swales, says that orders have been placed for six aluminium deck shelters and two whalebacks.

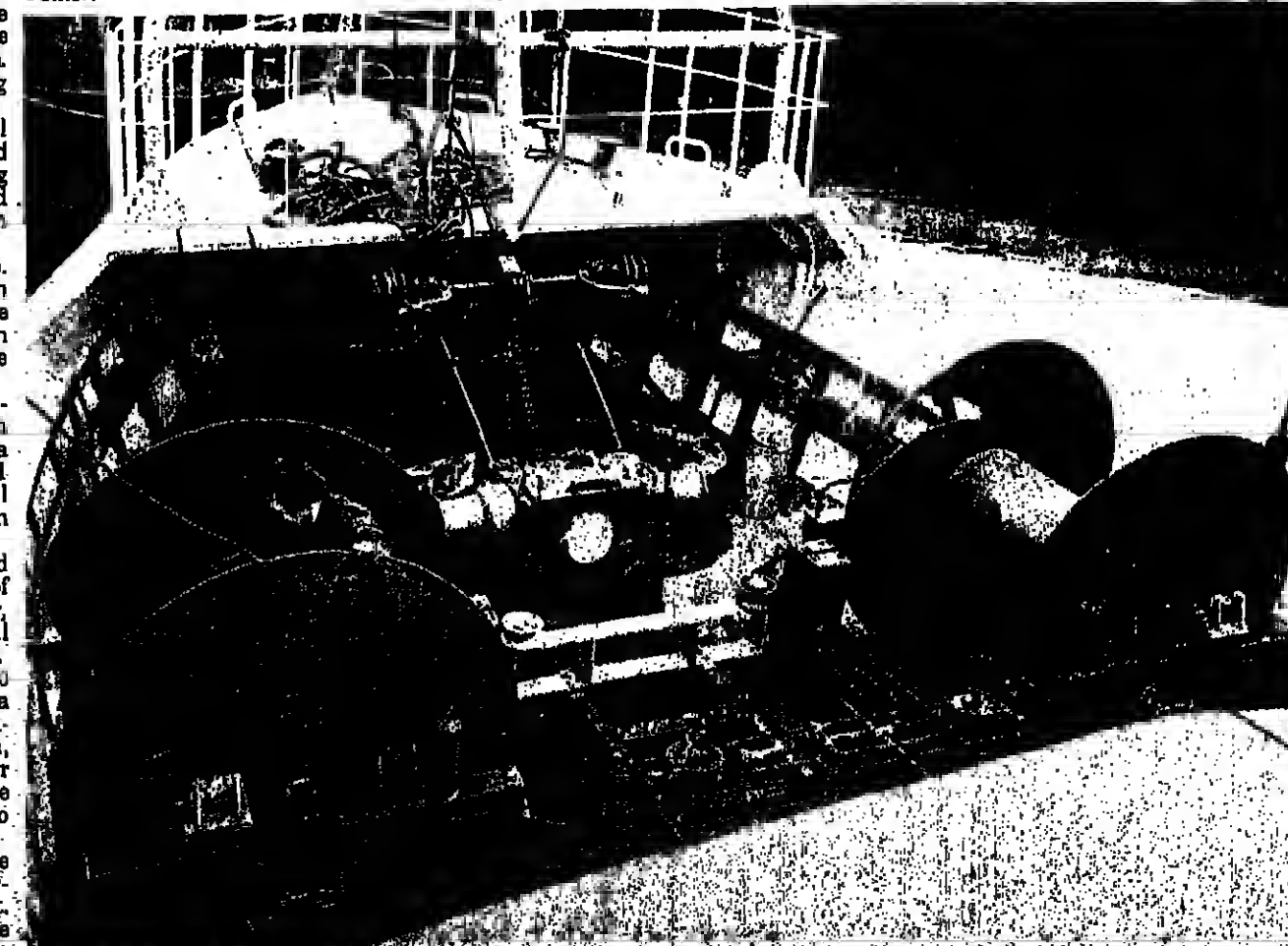
Deck shelters will go to *Torradale II* and *Westerdale* of Peterhead, while a whaleback will go to *Ocean* of Aberdeen.

Macduff Ice Ltd., owned jointly by a number of local merchants and fishermen, became operational in the late 1960s. Its Hallmark refrigeration plant, with two ice makers, can produce one ton of flake ice per hour.

Macduff's slipway, like the harbour, is now owned by Crumpton Regional Council. During the year April 1976 to March 1977, 237 vessels were slipped.

Seven boats can occupy the side berths and another can be hauled on to the centre line.

Boats from as far away as Scarborough have come to Macduff for repair and overhaul.





WICK: smaller fleet packs bigger punch

THE FLEET at Wick — one of the most northerly ports on the Scottish mainland — now has greater catching power and see range than five years ago despite a drop in vessel numbers.

The port is the busiest in the Wick fishery district and the base for one of Scotland's top-earning seiners, Skipper Norrie Bremner's *Boy Andrew*.

Wick has a fleet of 23 white fish boats composed largely of older vessels in the 50 to 70 ft. size range.

Financial help from the Highlands and Islands Development Board has enabled ten skippers to buy larger and more modern secondhand boats. In addition, three new vessels have joined the fleet during the last three or four years.

The majority of boats are in quite a sound financial position as the better prices of recent months have come into force.

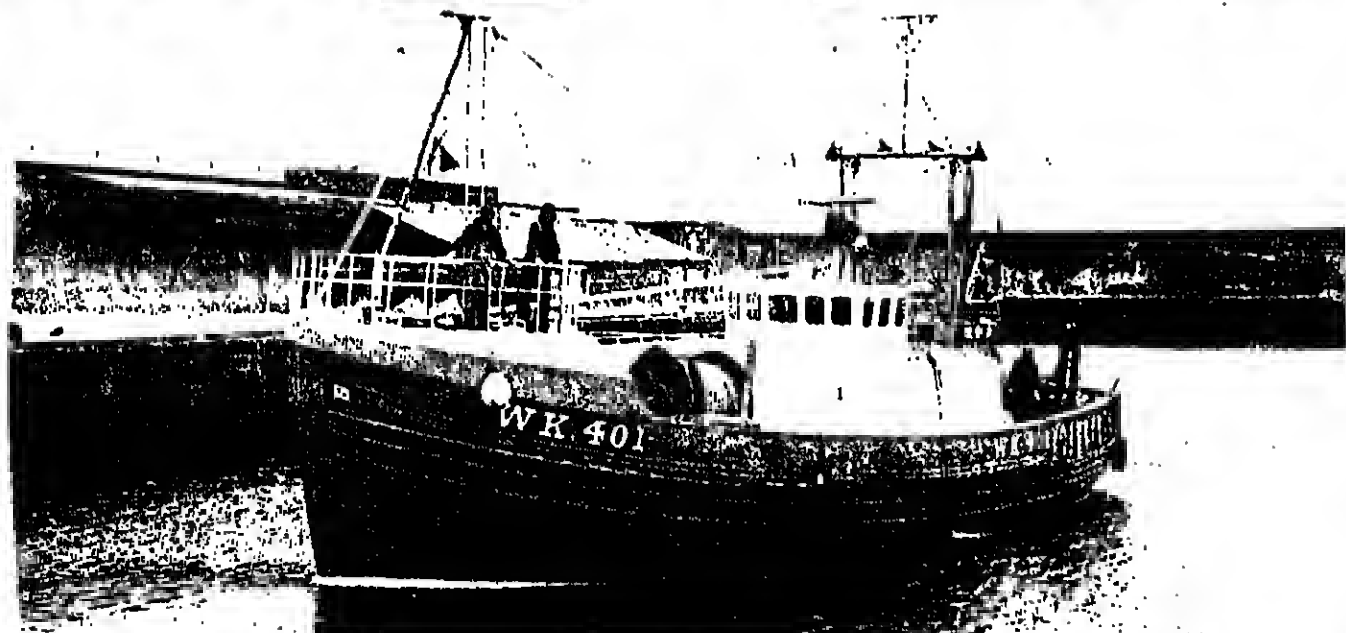
Moves are underway to strengthen the port's fishing industry further. Loans have been approved by the Highlands and Islands Development Board to buy another two secondhand boats, while a fish merchant is setting up processing facilities which will increase local buying power.

Almost all the white fish boats owned at Wick concentrate on seine netting all-year round. Only two or three turn to light trawling in winter.

Some of the larger and more modern boats make trips as far afield as the Bergen Bank and the Bressay, frequently landing their catches in Peterhead.

This 'tripping' is a fairly new departure for Wick seiners. They find it more lucrative to take catches of more than 200 boxes into Peterhead if their own market is already well supplied.

Most well known among the 'trippers' is Skipper Norrie Bremner's high-earning *Boy Andrew*. Last year she realised £225,000 — a remarkable figure for a vessel only 71 ft. long.



Built in 1973 by George Thomson and Son of Buckie, the wooden-hulled *Boy Andrew* is equipped with a Caterpillar engine and was recently fitted with Fishing Hydraulics rope storage reels.

The newest boat in the Wick fleet is the 66 ft. *Quo Vadis*, built at the Thomson

yard in 1976 for Skipper George Donn. During the spring and summer she often works on the Bressay and lands at Peterhead.

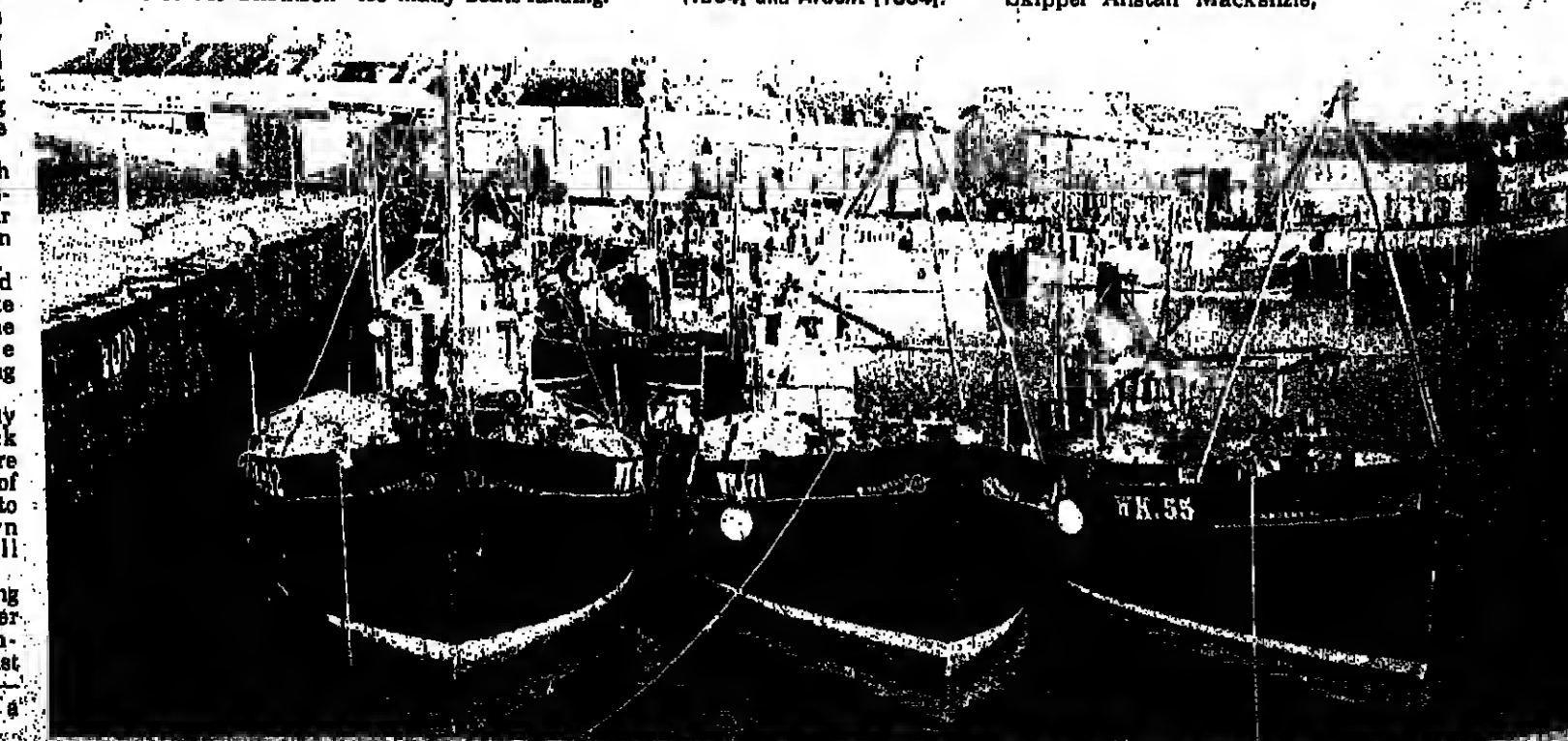
Skipper Donn said that prices are generally higher at Peterhead, but they can be good at Wick if there are not too many boats landing.

Above: Wick's newest boat is the seiner-trawler *Quo Vadis*. This 66-footer, built in 1976 by George Thomson of Buckie, is skippered by George Donn.

Below: Three of the port's older seiners (left to right): *Superb* (built 1948), *Valhalla* (1954) and *Ardent* (1934).

When *Fishing News* recently visited Wick *Quo Vadis* had caught 80 boxes of haddock on local grounds in one day and this reloaded from £20 to £23 a box.

The other new boat in the fleet, the 56 ft. *Heather Ann* built by Thomson in 1973 for Skipper Alistair Mackenzie,



Above: One of Wick's problems is the harbour entrance. It sits up badly and so can often only be used around high tide. A dredger is now one year overdue.

has also landed at Peterhead on occasions.

One of the port's youngest skippers, 21-year-old Ronald Sutherland, recently bought the former Shelland vessel *Zephyr* and renamed her *Astra*. The 18-year-old, 65 ft. boat works the Bressay ground and also as far south as the 'Jungle'. She has landed in Buckie and Peterhead as well as Wick.

One of the newer secondhand boats, the 74 ft. *Crusader* under Skipper Donald Mackay, fishes on the Bressay for much of the time and lands at Peterhead.

Crusader was built as *Prevail* at the Peterhead yard in Peterhead for Firth of Forth owners and was later sold to Burghhead and renamed *Defiance*.

Hard core

In all about 15 boats fish local waters regularly. Among those are three or four fairly modern secondhand vessels in the 60 to 70 ft. size range, the largest being the 70 ft. *Rosemary* built by Herd and Mackenzie in 1960 for Lonsmouth owners. She is now owned by Skipper Hugh Calder.

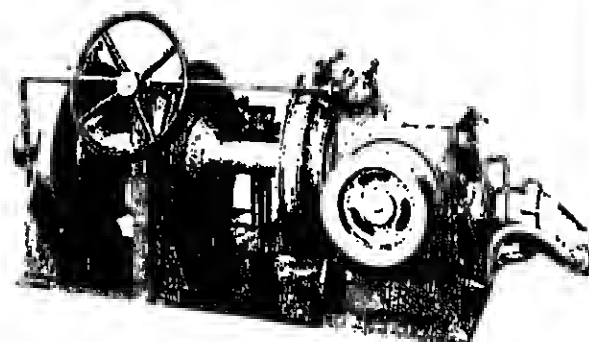
There is also a hard core of older boats in the 50 ft. range, varying in age from 30 to 40 years.

Most elderly of these is *Ardent*, built by Reekie and Anstruther in 1934 and powered by a Gardner 60 hp engine. Owned by Skipper John Melcolm, *Ardent* has just undergone her D.O.T. re-

Continued overleaf

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WICK

From page 24

ty survey and requires only a few minor modifications.

Most of the home-based boats follow a fairly regular pattern of fishing throughout the year. They concentrate on the plaice grounds some 18 miles from harbour from January to March and then, between March and September, look for plaice and haddock in an area up to 12 miles east and south-east from home. Some of the larger boats sail a bit further south. The Smiths Bank is a popular ground.

For the last three months of the year the boats normally work near home hoping to find cod, although catches have been somewhat erratic for a number of years.

Catches are normally put ashore at Wick daily but, in bad weather, the boats will sometimes land in the more sheltered harbour of

Scrabster, on the north coast of Caithness.

One or two of the 'trippers' also work locally during the winter, *Qua Vadis* being one of the few vessels to switch to the light trawl.

Skipper Dunn said that they work the plaice grounds along with the other boats, but the trawl can cover more ground than the seine net and some 30 to 40 boxes of plaice can be caught in one night.

A crewman of the 23-year-old seiner *Volhalla* said that fish are getting more scarce, but good prices more than compensate for this. He thought 30 boxes of haddock and whiting is a good daily catch for these older boats in the summer, but in the winter they can get about 20 boxes of plaice and five or six of haddock. At one time there was a big run of cod in the winter, but this has more or less died out.

Night

Plaice fishing is normally done at night when the boats use a heavier net for digging into the sand.

Volhalla is one of the few seiners which still carry a net specially rigged for fishing cod on hard ground. Called a 'dropper net', it is used with three or four coils of rope and is hauled back before it can lie on the bottom and be damaged.

Quite a lot of the boats use seine nets made by David John of Kaiss. The fishermen say these nets have a good name for their catching ability. Mr. John has also made nets for larger seiners in other ports.

Although good prices are giving the boats one of their best years ever, the Wick fishermen are worried about future haddock fishing restrictions.

One skipper said that Wick boats enjoy their biggest haddock fishing from July to October when the shoals come into the local waters.

If a strict quota is set, this may well be fished up before the haddock come into these local waters. The Wick fleet would then be finished.

Talk of haddock fishing being confined to the earlier part of the year is also a worry.

Another problem is the proposal by Messrs Poterilou to load oil directly on to tankers from its Bostrico Field in the Smiths Bank area. This could cause pollution and a tanker could even break adrift in heavy weather.

Fishermen would rather the oil be carried ashore by pipeline.

The entrance of Wick har-

bour also makes it difficult for the boats, particularly in a SE wind. Often there can be good fishing weather out at sea but the boats can't get out of port.

The dredger, operated by the Department of Agriculture and Fisheries for Scotland, can increase the minimum depth to 8ft but is almost one year overdue.

Wick Harbour Trust, which has owned and managed the harbour since 1878, would naturally like to see the approach made safer with a minimum depth of around 12ft. However, this would entail major and costly engineering work.

Another extraordinary problem has been the appearance of gribble worms in the harbour. Even some of the newer boats have been attacked and one vessel needed new planks at a cost of £1,000.

The slipway, which has recently been repaired, was a bad way for some time. It may be that the boats have been vulnerable to gribble attack because they had not been slipped and allowed to dry-out sufficiently.

The slipway now has one cradle in use and the two side berths should be repaired in the near future.

Two firms of fish salesmen handle the local fleet. John S. Duncan Ltd. was taken over by Aberdeen trawler owners, the John Wood Group, about six years ago as part of the firm's move into inland fishing.

New premises, including a chandlery store, were opened in 1975. Some 21 boats are agented through the office, and the Wood Group has taken shares in one or two of the new and seaworthy vessels.

The group also acquired the North of Scotland Ice Co., which can produce 12 tons of flake ice a day, and the fuel depot.

The other agent is Sandison (Wick) Ltd. which handles fish selling and book-keeping for a number of vessels.

London

In all there are seven merchants buying fish from the Wick market. About half of them look chiefly for plaice, skate, brill and turbot to send by train to the Billingsgate. The other merchants send haddock and whiting south to processors and markets by road transport overnight.

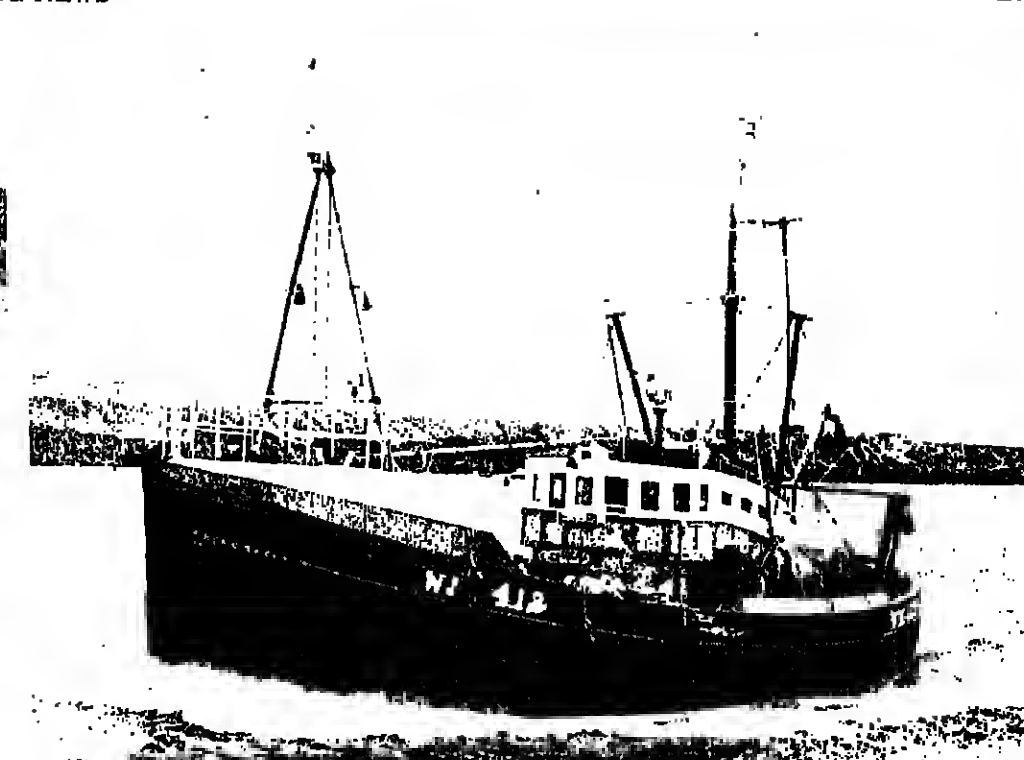
One buyer told *Fishing News* that prices paid at Wick can be as good as elsewhere and are particularly high for plaice and skate. They can remain good even if 1,000 boxes are landed, he

December 9, 1977



FISHING NEWS

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Two of Wick's older boats: *Day Star* (left) and *Morning Star*. Skipper William Smith's *Day Star* was built at Fraserburgh in 1955, while *Morning Star* (Skipper Donald Plowman) came from St. Monens one year earlier.

Left: The top-seining 71-footer *Boy Andrew* as she went into service in 1973. Skipper Norrie Bremner earned £225,000 with her last year. Above: *Rosemary*, a 70-footer, fishes from Wick all-year round. She was bought secondhand from Looe and is skippered by Hugh Calder.



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The 80 ft. *Restless Wave* (Skipper, Hugh Calder) is another boat which fishes from Wick all-year round. She was bought secondhand from Banffshire owners a couple of years ago and has recently been fitted with Looe-style trawling gear.

said, but the somewhat erratic supply has discouraged merchants from expanding into processing.

Merchant M. Cowie and Son is, however, setting up facilities to fillet, freeze and pack white fish, herring and mackerel for UK and Continental outlets.

In addition to buying locally the firm will also draw supplies from other Scottish ports. The processed fish will be despatched in hired refrigerated trucks.

James Cowie said that the new factory will employ ten people to start with.

As the firm will carry on sanding unprocessed fish south, the new venture will increase the buying force on the local market.

One or two stranger boats are expected to land fish in response to the new venture.

The value of white fish landings at Wick just exceeded £4 million in 1976, so the port must be regarded as one of Scotland's smaller bases.

This year, landings are down in weight but up in value.

Up until the end of August some 30,814 cwt. of white fish was sold for £506,884, as against 38,010 cwt. valued at £581,281 during the same period in 1976.

This shows a 19.5 per cent drop in weight but a 29.5 per cent increase in value.

Naturally these figures do not give an accurate picture of the performance of all the Wick boats as they do not take into account catches landed elsewhere.

Shellfish

Landings of seine net fish in Scrabster by the end of August this year amounted to 9,821 cwt. worth £159,559, showing a 7.7 per cent increase in weight and a 60.8 per cent rise in value over the same period in 1976.

Although Wick is chiefly a white fish port, the Wick fishery district includes several shellfish ports which are having quite a revival.

Creel fishing for crabs has been stimulated by the opening earlier this year of Highland Seafoods' new processing factory at Inverlervie, Kincardineshire.

The firm, a member of the Young's Group, collects crabs from Scrabster, to John O'Groats and south to Lybster.

Whereas a year ago there was a poor market for crabs, Highland Seafoods is now giving the fishermen in the

region of £1.50 a stone for their catches.

For the eight months until the end of August this year crab landings in the Wick district amounted to 2,863 cwt. valued at £33,296. This compares with 923 cwt. worth £6,997 during the same period in 1976 — a 210 per cent increase in weight and a fantastic 376 per cent rise in value. The busiest shellfish port is Scrabster which is the base for six full-time creel vessels and a number of part-timers.

Tanks

During the first eight months of this year lobster catches landed in the Wick district amounted to 518 cwt. worth £131,942. This shows a 12 per cent drop in weight, but a 9.3 per cent rise in value, when compared with the 589 cwt. worth £120,700 hauled during the same period in 1976.

The Helmsdale firm of Alec Jappy and Sons, which has storage tanks in Helmsdale and Scrabster, has paid as much as £3 a lb. for lobsters.

Shipments of lobsters are also sent by ferry from Scrabster to Orkney for the Stramness firm of John Steer.

Scrabster is the base for creel boats up to 56ft. long. One of these is the former Cornish vessel *Christian Joelle* which was bought by Skipper Ronald Alkenhaad.

She uses 380 Cornish-type 'inkwell' creels, as her owner has found that these tend to catch larger lobsters than the traditional Scottish-type creel.

Shore-based firms at Wick include boatbuilder James McCaughey who set-up business in 1968. Three years later his firm moved into a modern covered yard built with financial aid from the HIRD.

The firm is well known for its eye-sewer clinker-built wooden 'oreel' vessels and it has also fitted out GRP hulls moulded by Halmatic (Scotland) Ltd.

Now it has entered into steel construction and has delivered the 80ft. creel and line boat *Vidago* to her owners, Murray, Smyth and Son.

The boat, based at Lybster, was designed by Glasgow naval architect Mr. A. Myne. James McCaughey told *Fishing News* that this type of

Continued on page 28

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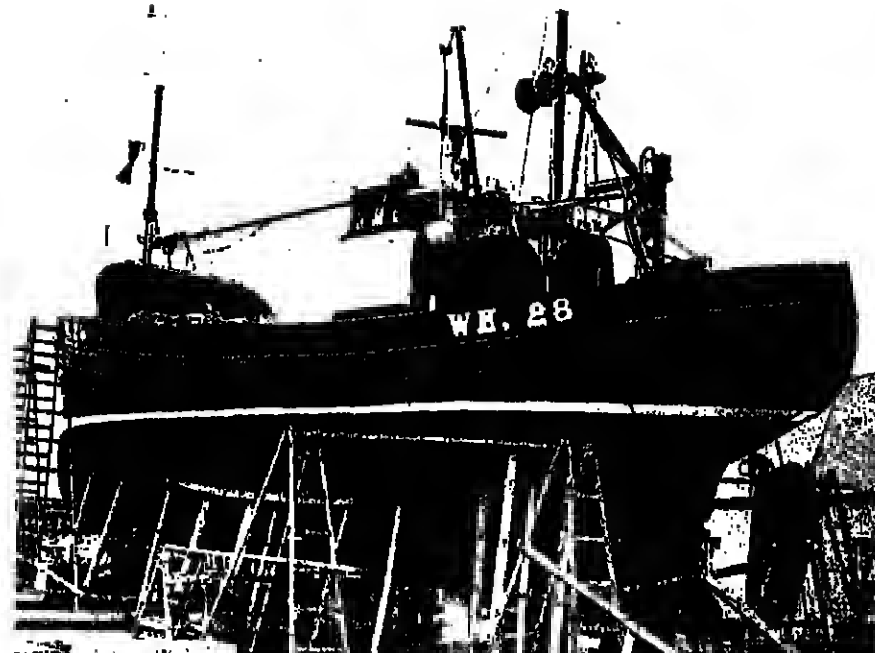
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Right: steel deckshelter being fitted aboard Heather Anna 1 (Sk. Allan MacKenzie) by the McCaughey yard.

Below: the McCaughey yard's newest venture — the steel-hulled steel boat Vidago — being craned into the water.



Seen here on the slipway at Meaduff is the 65 ft. Wick vessel Astra. Built by J. and G. Forbes as Zephyr in 1959 for Shetland owners, she was recently brought to Wick by 21-year-old skipper, Ronald Sutherland. She sometimes lands at Peterhead, but often fishes nearer her home port. Fish prices are usually higher at Peterhead, but even so can be good at Wick.



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WICK

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vessel is cheaper to build than in wood or GRP and the china construction required little outlay on new building equipment.

He said the boat has aroused a lot of interest and that more orders should follow, provided the prospective owners get HDB financial help. The Mylne firm is designing similar vessels in 25 and 40 ft. versions.

Vidago is of double-chine hull form, with a transom stern. Plating is of four mm. Cor-Tan steel which contains a percentage of copper and is said to last three times as long as conventional steel.

It oxidises when scratched, thereby preventing further deterioration, and its high tensile properties allow the use of a thinner gauge plating.

The plating is welded on to 2 in. by 1 in. angle frames and, in addition, "T" sections are welded longitudinally to the frames to give extra strength and a fine and even plating.

Vidago is powered by a C.

Power six-cylinder diesel of 108 hp with 3:1 reduction gearbox and has a speed of up to 11 knots. She carries two 80 gallon fuel tanks and has accommodation for two.

Equipment includes McKay and McLeod steel and line hauler, Wills-Bisley steering gear, Decca Navigator, Geminator echo sounder and Sevicec vhf radio.

The wheelhouse is wooden with a small galley fitted forward. McCaughey also plans to set up an engineering store to extend its engineering services and carry a more comprehensive range of spares for engines and deck machinery.

Recently the firm fitted Lossie Hydraulics rope reels to the Wick sloop Reefless Wave. Now it is quoting for three more similar installations for local boats.

Steel deck shelters have also been made for Crusader and Heather Anne 1. These structures are shaped at their ends in order to give them a more pleasing line.

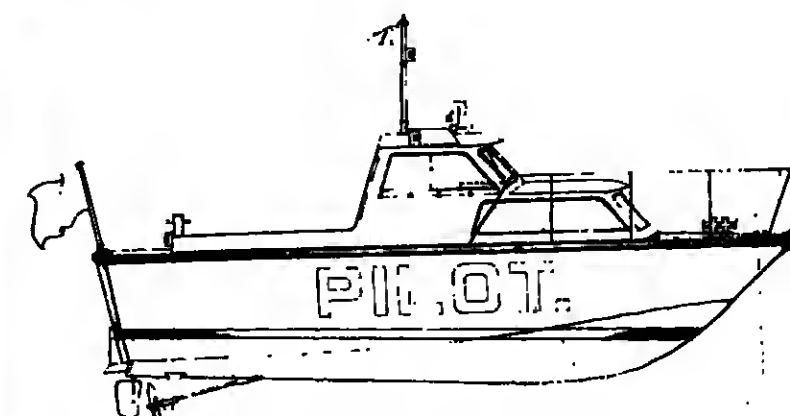
Another potential new venture for McCaughey is a tie up with the Cornish firm of Cygnus Morina. The firm has been asked to fit out and market the Cygnus range of GRP hulls in Scotland.

Below: Vidago afloat in Wick harbour. Skippers are already asking for larger versions of this double-chine 30-footer.

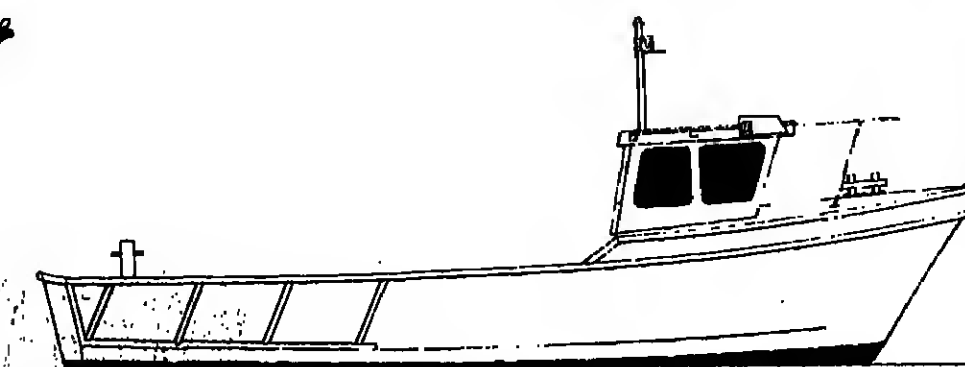


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FIXED-PRICE 'TRIUMPH' BY MCTAY

SKIPPER IAN MURRAY is now seine netting from Aberdeen with his new 76 ft. steel vessel *Ocean Triumph II* which was built in just 31 weeks. Along with several other privately-owned Scottish vessels, she is working through the new Aberdeen Inshore Fishselling Co. agency.

Ocean Triumph II was built on Merseyside at the Bromborough yard of McTay Marine Ltd. Final fitting out work was handled at St. Monans, Fife, by the centuries old boatbuilding firm of James N. Miller and Sons Ltd.—now a member of the McTay group. She is the fifth fishing vessel to come from the Miller/McTay partnership, the first four having been ordered from Miller based on steel hulls built by McTay under sub-contract.

Designed by the director of the Miller yard, James T. N. Miller, the four vessels are the 60 ft. sister-ships *Sharon 756* and *Ocean Herald II*, built for George Muir and Sons of Port Seton and Skipper John McBain of Pittenweem, and the 74 ft. boats *Fisher Rose* and *Adelphi* owned by Skipper Robert Clark of Musselburgh and Skipper Peter Murray of Anstruther.

With her wheelhouse set on the after end of the deckhouse, *Adelphi* is one of the more unusual vessels in the Scottish fleet.

Dynamic

McTay built a £300,000 shipyard at Bromborough, on a 4.5 acre site, as work on the hulls of *Fisher Rose* and *Adelphi* progressed. The new shed was erected around them.

McTay is now one of the most dynamic new shipbuilding yards in Britain with a number of fishing vessels in

hand or on order for both the UK and overseas.

McTay took over the Miller yard following the completion of *Adelphi* and put in a new £100,000 slipway to provide the St. Monans area with a much-needed boat repair facility.

Vessels on order from McTay include a 115 ft. stern trawler for Faroese owners and an 83 ft. trawler and long liner for a Newlyn, Cornwall, skipper. An order for an 80 ft. dual-purpose vessel for Skipper Robert Clark of Musselburgh has also just been finalised.

The offer of vessels at a fixed price and the guarantee of delivery dates has taken McTay well to the fore in fishing vessel building. The firm is now geared-up to build any type of boat best suited to the future needs of the fishing industry.

Safety

Ocean Triumph II, for Skipper Murray of Pittenweem, is one of the first steel boats to be built throughout to the Department of Trade's Fishing Vessel (Safety Provisions) Rules.

She was designed by James T. N. Miller and is of similar hull form to *Fisher Rose* and *Adelphi*, with a transom stern and round bilges. Unlike them, she does not have a knuckle feature in the lines of the bow and does not carry water ballast tanks.

However, as with the two 74-footers, she has a box keel which bears the weight when the vessel is put on a slipway or dries out in a tidal harbour.

Ocean Triumph II cost just over £350,000 and has an overall length of 76 ft. 9 in., moulded beam of 22 ft., moulded depth of 11 ft. 8 in. and draft aft, 11 ft. 3 in. She has three watertight bulkheads and is sub-divided from forward into fore peak,

Continued overleaf

Mounted aft of *Ocean Triumph II*'s wheelhouse is her Rapp 24 hp. power block, which is hung on a Hlab crane.



Below: the 76-footer *Ocean Triumph II* on trials. Skipper Ian Murray's McTay/Miller built steel-hulled seiner works from Aberdeen and is similar in hull form to *Fisher Rose* and *Adelphi*, two previous boats from the same yards.



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86 foot Stern Trawler
26' Beam x 12'-3" deep.

Engine situated forward or aft up to 1000 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 145 cu. m. In addition there are three sea water tanks fitted amidships up to 70 cu. m. Accommodation in forward shelter deck for up to 9.



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86 foot Part Shelter Deck seiner

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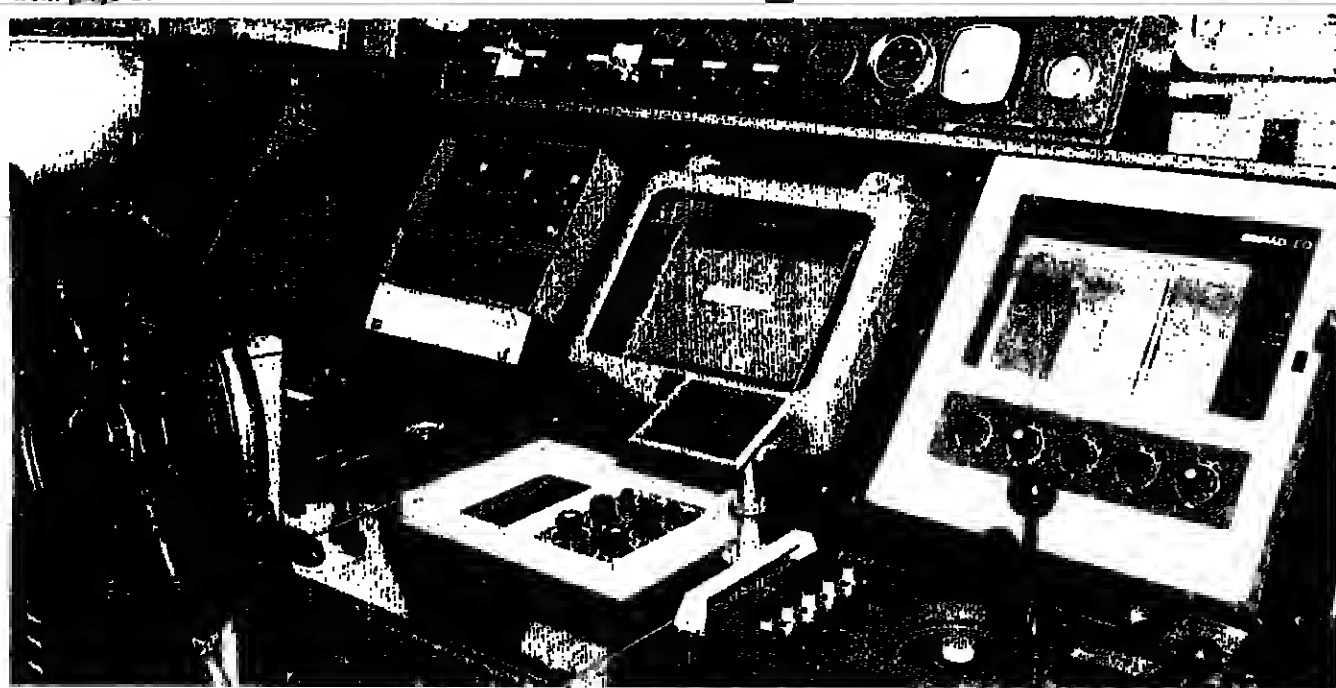
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Ocean Triumph II

from page 31



Below: Ocean Triumph II's extensive electronic equipment is arranged on a console in the wheelhouse. She relies on Simrad fish finders supplied by Decca.

fishroom, engineroom and cabin.

Tonnage under Part IV Registry is just short of 50, but the large fishroom enables her to carry at least 600 boxes of fish.

Ocean Triumph II is of traditional Scottish layout, with the deckhouse aft, and is equipped for sailing and trawling. She will concentrate on seine netting for the time being.

A number of features which have been developed by Scottish seine net skippers in recent years, including rope storage reels and a deck shelter, are incorporated in the vessel's layout.

Caledonian Engines Ltd. supplied her Caterpillar D370 propulsion engine which develops 565 bhp at 1,325 rpm. It is coupled to a four-bladed FAL fixed pitch-propeller through a Caterpillar 3.95:1 reduction and reverse gearbox and Fleetwood sterngear.

A 28 kW 110V McLure d.c. generator, a 125 amp ACG115 Transmotor 24V generator and the standby hydraulic pump for the rope reels and power block are driven from the main engine.

Pelican Engineering Co. (Sales) Ltd. assembled the auxiliary generating set which is based on a hand and electric start Gardner 4LW engine giving 127 bhp at 1,500 rpm.

Direct

The Dowty variable delivery hydraulic pump for the winch is driven off the fore end through a Twin Disc clutch, while the Vickers hydraulic pump unit for the rope reels and power block is belt-driven from a pulley between the clutch and Dowty pump.

A 28 kW 110V McLure generator is powered by direct drive off the after end of the auxiliary engine, while a clutched DeSmi bilge and general service pump and a Transmotor 24V generator are belt-driven from pulleys between the engine the McLure generator.

Electrically-driven equipment in the engineroom includes Carco ventilation fans, a DeSmi bilge and general service pump, the steering gear pump and Godwin domestic fresh water and seawater pressure sets.

A small electric pump empties the engine and gearbox lube oil sump to sea.

changing the lubricating oil regularly in the interests of better engine maintenance.

The deckshed in the engineroom is insulated with 3 in. glassfibre faced with aluminium to cut engine noise in the deckhouse down to a minimum.

Marinite asbestos board also covers the after side of the bulkhead between engineroom and cabin, and also the cabin sole.

Westland Electrical Ltd. of Bromborough designed, manufactured and installed the electrical system, with the life firm of R. R. Bell and Son being involved on a sub-contract basis.

Alarms

All the wiring conforms with Lloyd's standards and the equipment works through two main 24V and 110V switchboards which are sited against the forward bulkhead in the engineroom; they incorporate all the alarms.

Fuel tanks with capacity for 4,000 gallons are carried in the engineroom, and there are tanks for the clean and dirty lube oil. Seastru fuel oil contents gauge are fitted.

Installed on deck forward, in the shelter of the whaleback, is a Masra Mk. II seine and trawl winch from the Northern Tool and Engineering Co. of Aberdeen.

It is driven by a Downside hydraulic motor and, although the trawl drums are not carried at present, provision is made for fitting them in a fore-aft position on the after side of the seine barrel.

Fishing Hydraulics (Scotland) Ltd. supplied the two-drum system of rope storage reels which each have capacity for 17 coils of 3in. rope.

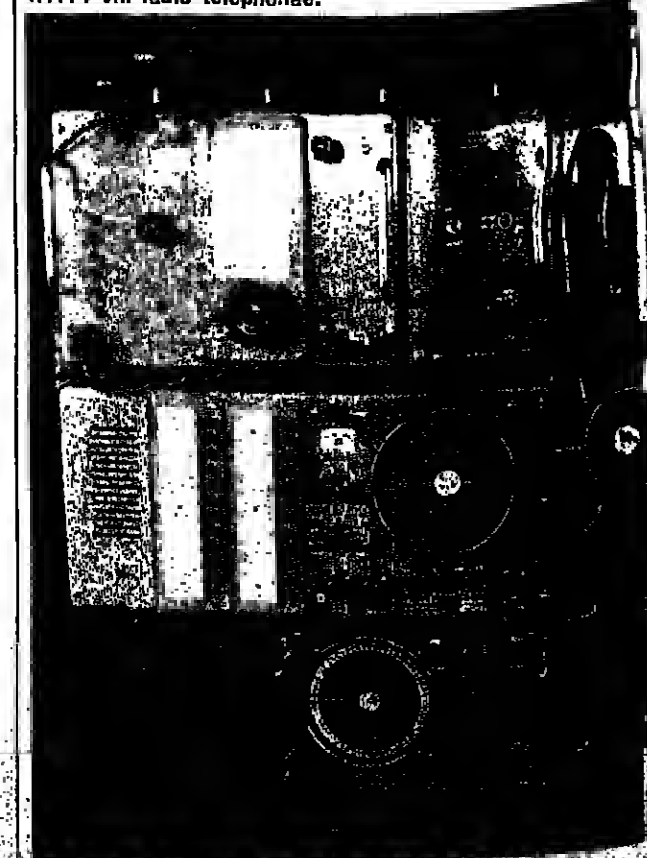
Hydraulic brakes for the reels are located below the whaleback and all other controls are fitted in the wheelhouse. Hydraulic pipes leading to the deck machinery forward run along the inside of the bulwark, rather than through the fishroom.

A Beccles No. 2 rope coiler for standby use is fitted right forward and a Rapp 24 in. power block is hung on a Hleb 550 Speedloeder crane aft of the deckhouse. Both the block and crane were supplied by Fishing Hydraulics.

Seine rope leads and rollers are from Titen Marlow.

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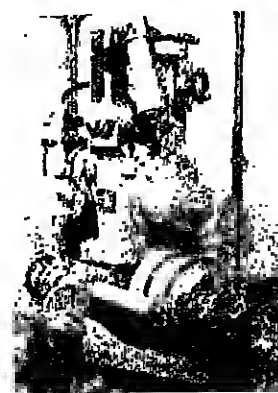
Ocean Triumph II is fitted with 'Ballor' T128 R108 and RT144 vhf radio telephones.



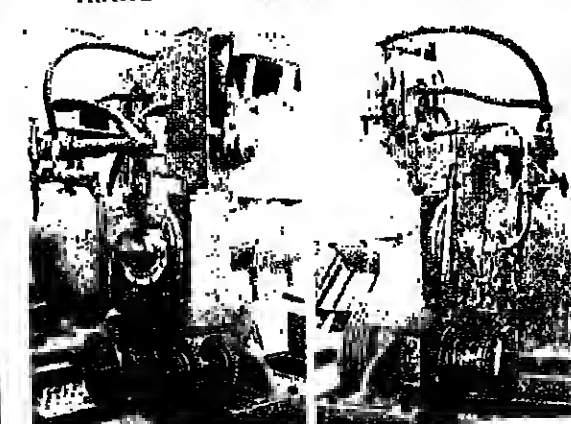
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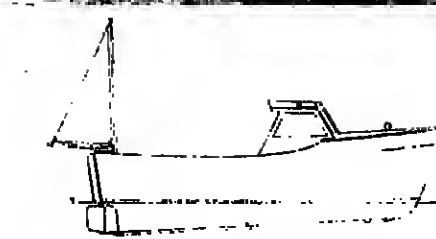
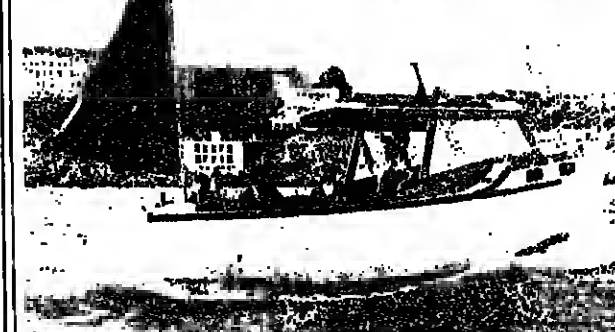
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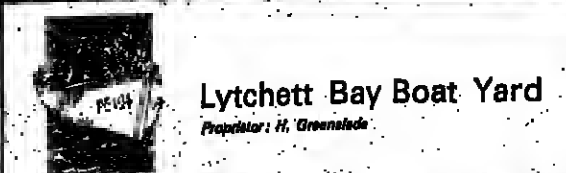
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Ocean Triumph II

From page 32

Supplies of Peterhead, while provision is made for fitting sampson-type trawl gillows at the quarters.

A feature especially developed by McFey, these comprise heavy steel tubs mounted on a seating which is carried down into the bottom of the vessel to provide a very strong structure.

They are mounted just in-board of the bulwarks so that the trawl doors can be stowed in the usual manner; each post is fitted with a towing block.

Coamings

Ocean Triumph II's wheelhouse, deck shelter, foremast and landing derrick are of aluminium and the whaleback, seine derricks and the remainder of the deckhouse are of steel.

All hatches have steel coamings and aluminium covers, and the main deck is sheathed with pressure-treated Douglas fir. Coastal fish washing tanks are located below the deck shelter.

Chalmers rubber-cased floodlights are housed on the superstructure, and small windows are fitted in the top of the deck shelter. Gilson blocks are by Ansell Jones.

The fishroom, with a capacity of 90 cu. m., has a wooden floor and is located on side, deckhead and bulkheads with 5 in. of injected foam behind a GHP laminate which was supplied by the firm of New Hales Plastics.

Stanchions are of aluminium and there are aluminium pond boards in way of the three steel ice lockers. There are wooden ones elsewhere. Fish can be carried in bulk or boxes and the fishroom is served by a single hatch.

Intercom

Electronic equipment in the wheelhouse was supplied by Decca. Fish finding aids comprise Simrad EQ echo sounder, CI Echo Scope and MC Scale Expander and Storage Unit.

Communications and navigation equipment includes 'Sailor' T128 R105 R/T, 'Sailor' RT144 vhf R/T and R104 Receiver, Simrad RW Watchkeeping Receiver, Audix Intercom system, two Decca Mk. 21 Navigators and Decca DP450 Autopilot, 350T Track Plotter, RMB14A radar and 050 secondary radar.

One Decca Navigator runs from the 110V supply and the other from the 24V electrical supply.

Other equipment in the boat's wheelhouse includes Mercator and watch controls, Wymetronics blade-type window wiper, Flim horn and Tenford hand and power hydraulic steering gear, type H 115 ESG.

Doors

Heavy rubber ring matting is laid in the wheelhouse and a Francis searchlight is carried on the wheelhouse top.

In the deckhouse Drednaught A60 self-closing safety doors are fitted to the galley and at the entrance to the engine room.

A Kempse electric cooker and Myle 24V fridge are

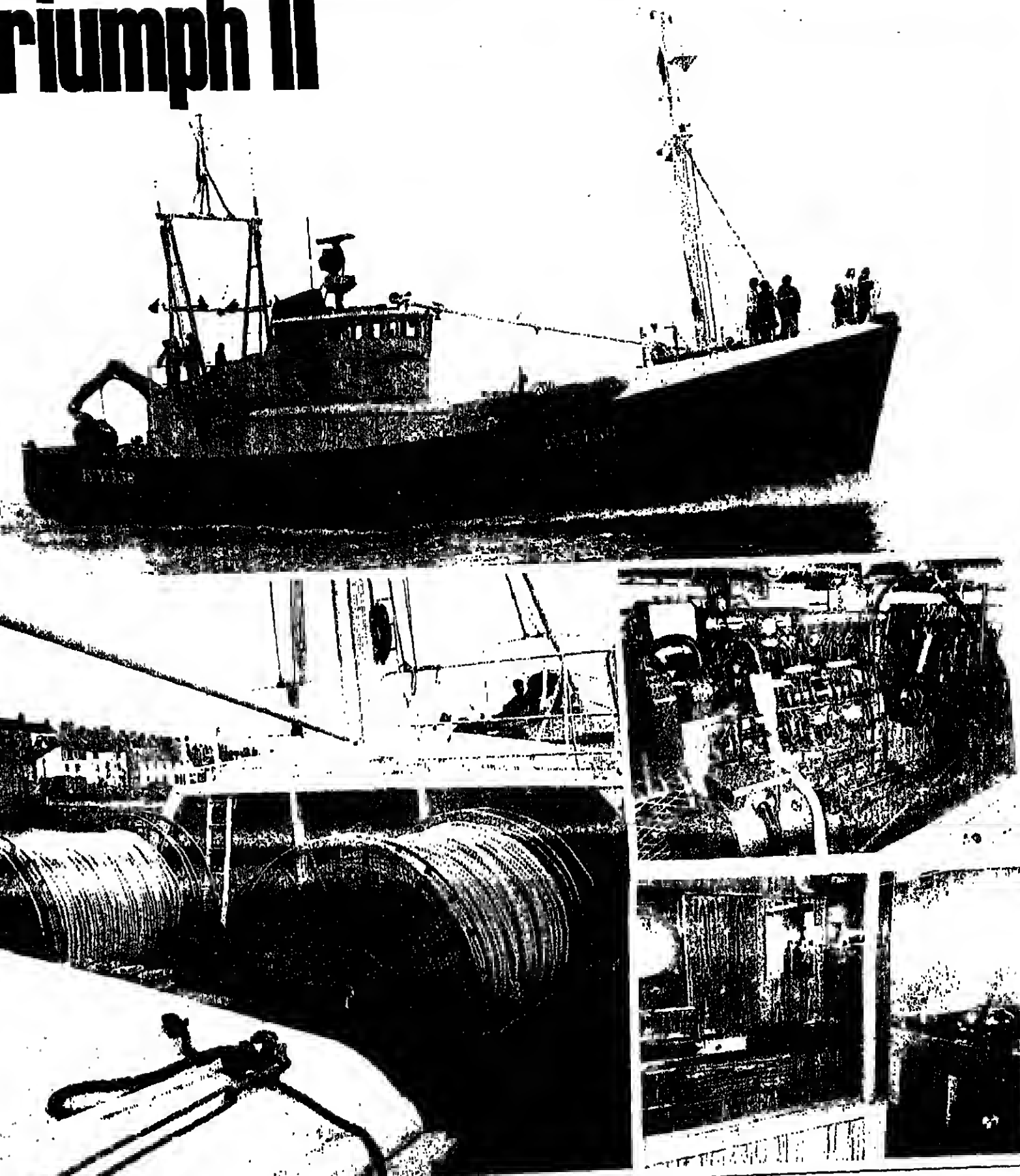
Top: *Ocean Triumph II* on trials. Above: The saloon is fitted with Fishing Hydraulics rope storage reels. Above right: The boat's Gardner generating set was supplied by Pelcon Engineering Co. (Selkirk) Ltd. Her combined galley and messdeck, located in the forward end of the deckhouse, is equipped with a Kempsef cooker.

Bunks for eight are arranged in the cabin below deck aft. A low flame spread laminate lines the accommodation, in accordance with the new safety rules, and a Tec-Aid fire detection system is wired in the accommodation.

Lighting can work off the 24V or the 110V supply, but Duralife batteries are carried as well.

Airmax fans ventilate the accommodation and electric heaters are fitted.

All the steelwork in the vessel is protected by Metalite corrosion control and compositions and paints.



A new family of stern trawlers from Campbeltown

Campbeltown Shipyard have recently completed this new 87-foot stern trawler for a Feroese partnership, incorporating many new design features. Since building began on this vessel Feroese shipyards have ordered three more to the same design. These will be the first of a new line of potential winners which could prove no less successful than the famous Campbeltown range of seiner/pel-trawlers — the choice of top skippers in the UK.



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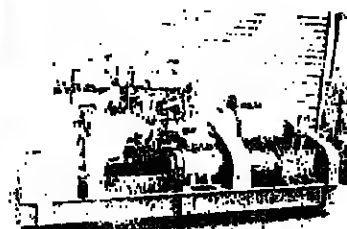
December 8, 1977



Above: Eileen at her home port of Stromness, Orkney. The layout of the 38-footer is a departure from local traditional craft. She will be working further offshore than usual, too.

WILMAR AUXILIARY SETS

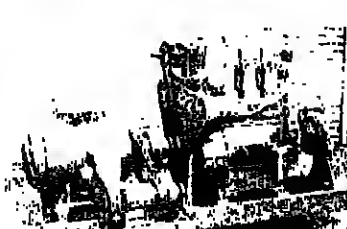
EXAMPLES OF CUSTOM BUILT RANGE



Marine Auxiliary Set comprising Volvo Penta MD70BK Engine, Transmotor ACG 500 110V and Transmotor ACG 155 24V Generators, Deani SABO/220/17 Bilge Pump, Vickers Twin Pump for Emergency Hydraulic Systems.



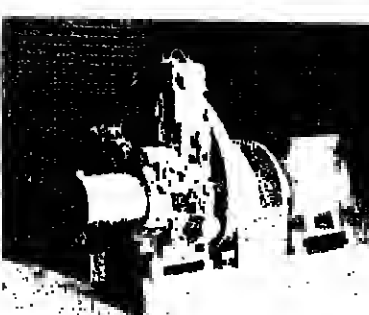
Hydraulic Power Packs built to specification.



Marine Aux. Set comprising HRW3MA Heat Exchanger Cooled Lister Diesel Engine 37½ b.h.p. at 1,800 r.p.m. Transmotor ACG 500, 110 volt DC, 12.5 KW output Generator, Deani SABO Bilge Pump, Pulleys for Hydraulic Pump and Battery Charging Alternator Drives.



Marine Aux. Set comprising Lister HRW3MA Diesel Engine 37½ b.h.p. at 1,800 r.p.m. Hugh J. Scott 15 KW 110 volt DC, Gen. Lucas CAV AC 80 Alternator, Gilbert Gilkes & Gordon 300/875 BP Series 'M' Pump, Vickers Twin Pump for Emergency Net Retrieve and Fish Unloading.



Marine Aux. Set comprising Lister BTL Transmotor ACG 155 24 volt DC.



Marine Aux. Set comprising Ford Marine Diesel Engine 25RE, 48 b.h.p. at 1,800 r.p.m. BK6 Marine Alternator, 32.5 KVA, ACG 155 24 volt DC Transmotor Generator.

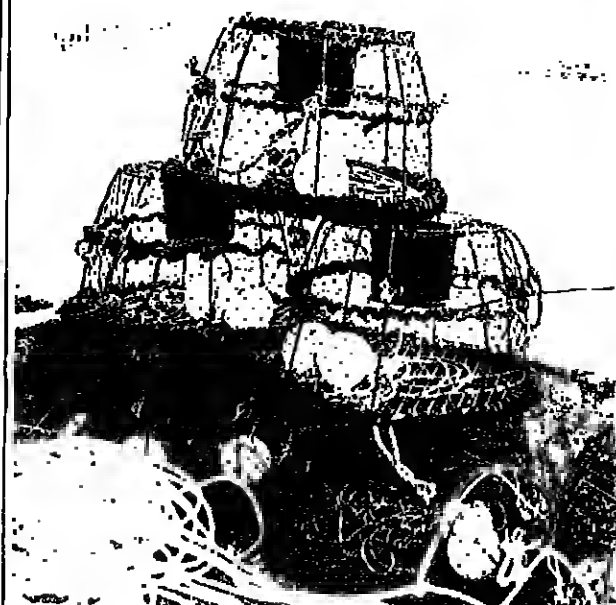
CONTACT THE EXPERTS

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Above: The boat will be laying up to 250 of those south coast-type pots in strings of 25.

Right: 'Sailor' communications equipment in Eileen's GRP wheelhouse.

Below: Decca Mk. 21 Navigator (left) and Simrad E1 sounder. The control panel for the Decca Pilot 150 is on the dashboard (right).



December 9, 1977

FISHING NEWS

37

Orkney's 'south coast' potter



Above: Former English south coast fishermen Den Temple and his son Jeffrey, who are working Eileen from Stromness. They will sail catches to a local processing plant.

Above: Eileen's PNP Duerr one-ton pot hauler is mounted forward, with steering and engine controls in the console. Eileen's catch will be carried on deck and there is no hold.

A 38ft. long crabber fitted out on English south coast lines has joined the fleet working from the small port of Stromness, in the Orkney Islands.

Named Eileen, the vessel has been built by the local yard of J. W. MacKay for Skipper Don Temple and his son Jeffrey. They moved to Stromness from Littlehampton, Sussex, one year ago.

Although the lines of her hull are based on the seaworthy and rugged craft for which Orkney boat-builders are renowned, her layout is very different from other local craft.

Many traditional Orkney crabber boats have the wheelhouse forward and a large open cockpit aft, but Skipper Temple decided that a vessel based on the English south coast crabber lines would suit his needs best.

He explained to *Fishing News* that an aft wheelhouse allows for more deck room and that the gear can be hauled in forward without the wheelhouse being in the way.

She is to work some 200 to 250 inshore-type pots which have been supplied by the Plymouth firm of Metherall. These are made of plating-coated galvanised steel wire.

Inshore pots are favoured along the south coast of England and, in recent years, have been worked in very good effect off the Scottish west coast by a number of English vessels.

Scottish fishermen are now trying them out and are finding that they can catch larger shellfish than the traditional Scottish potter.

Working her pots in fleets of 25, Eileen will fish further afield than is usual in the area. She is fitted with a Decca Navigator to enable her to work out of sight of land and the pots will be set along Decca lanes so that they can be located easily.

Trabs will be sold to the Orkney Fishermen's Society processing factory in Stromness.

Eileen was built with financial assistance from the Highlands and Islands Development Board and has a beam of 14ft and draft of 4ft 6in. She is of aluminium construction with a raked stem and transom stern.

The boat has an oak framework, larch planking and an iroko deck. The GRP wheelhouse is placed well aft and was moulded by Halmatic (Scotland) Ltd. A small cabin with two bunks is fitted forward and

the marine-fitted Ford engine is located amidships. The water-cooled diesel is rated 120 hp at 2,500 rpm, but it will be run at 1,500 to 1,800 rpm to turn a 29 in. x 24 in. propeller through a Borg Warner 3:1 reduction and reverse gearbox.

Skipper Temple said that the engine has been supplied by the Hastings, Sussex, firm of Power Marine, which not only makes a good job of marine engines but also offers excellent after sales service.

The firm is able to send spares up to Orkney within five days, Skipper Temple added.

Equipment driven from the engine includes a Jabsco 1 in. bilge and deckwash pump, a Pleco hydraulic pump for the pot hauler and a CAV 24 V alternator.

The engine can be started from the wheelhouse, and Morse controls are fitted in the wheelhouse and at the pot hauler.

Two fuel tanks in the engine room hold some 70 gallons each, but another two are to be fitted later to give a total capacity of some 330 gallons.

A BCF gas fire extinguishing system is fitted in the wheelhouse, from where it can be controlled to fight a fire in the engine room, part of which extends under the wheelhouse. The extinguisher is a safety measure specified by the HDB.

Access to the engine room is through a flush hatch in the wheelhouse floor or via the forward hatch. No flammable fumes will be carried in boxes on deck.

A PNP Duerr one-ton hydraulic pot hauler is fitted on a pedestal at the starboard bow. Wills Ridley hydraulic steering gear is fitted and it has dual-station steering wheels in the wheelhouse and at the pot hauler.

Electric equipment in the wheelhouse includes Decca Mk. 21 Navigator and 080 Radar, Stowage E1 radio receiver and Sailor RT144 vhf radio telephone.

Decca has also chosen the boat to try out its new Pilot 150 small boat automatic pilot, for use in conjunction with an overhead compass.

Other equipment aboard includes an electrically-driven bilge pump and a Whale Gusher 25 hand-operated pump.

Masts and spars are of wood and a small mizzen sail, a feature of south coast crabbers, is carried to keep the boat's head to the wind when hauling the gear.

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December 9, 1977



Shenick heads out from Fraserburgh.

THE WOODEN-HULLED trawler *Shenick*, completed by J. and G. Forbes and Co. of Sandhaven near Fraserburgh, is the first boat built in the UK to be powered by an ABC diesel. She is being skippered by Tom Ferguson of Skerries, Dublin.

Shenick ran trials in very nasty weather in mid-November and then tried out her fishing gear for a few days in the Fraserburgh area before sailing for her home port last week.

Equipped for bottom and mid-water trawling, *Shenick* is expected to start her career fishing for sprats off the south coast of Ireland using a Norasnet sprat and mackerel mid-water trawl.

She has an overall length of 86 ft. and a beam of 23 ft. The transom sterned vessel was designed by the builders and stability calculations were handled by the Napier Company (Aberdeen).

Unusual

She is similar in hull form to a number of dual-purpose boats built by Forbes in recent years, but much of her equipment is new or unusual for a vessel built in a British yard.

Her engine is from the Anglo-Belgian Co. of Ghent, Belgium. Skipper Ferguson told *Fishing News* that he chose the engine because it provided the power he needed and that good service facilities are offered by the company's agent in Southern Ireland, Fitco Ltd of Dublin.

It is the model 6MDXC four-stroke, six-cylinder, in-line turbo-charged and inter-cooled unit which has a continuous rating of 810 hp at 760 rpm.

Air starting is provided and the turbo-charger is by Brown Boveri. Known as ABC, the Anglo-Belgian Co. has been producing medium speed diesel engines for all kinds of marine and industrial applications for more than 60 years.

The 6MDXC unit comes from the DX range of engines which has been developed and improved over 30 years.

to run with low fuel consumption and have a long working life.

Shenick also marks the entry into the UK market of the French propeller maker Renou Dardel of Ammaria les Lys.

She is fitted with a model 800 three-bladed aluminium/bronze 2,100 mm diameter controllable pitch unit which is driven through a Pont a Mousson 'Masson' gearbox of 3:1 reduction ratio.

Renou Dardel also supplied all the stern gear, including shafts and glands, and the propeller pitch remote control system.

Fitco Ltd. holds the agency for Renou Dardel and Masson, also for a number of other French manufacturers which have supplied equipment to *Shenick*. This includes Bopp winches, Ervor air compressors, Enag generators, Delemaux warp tension meters, Ben logs and Moteurs Baudouin (auxiliary engine).

Gearbox

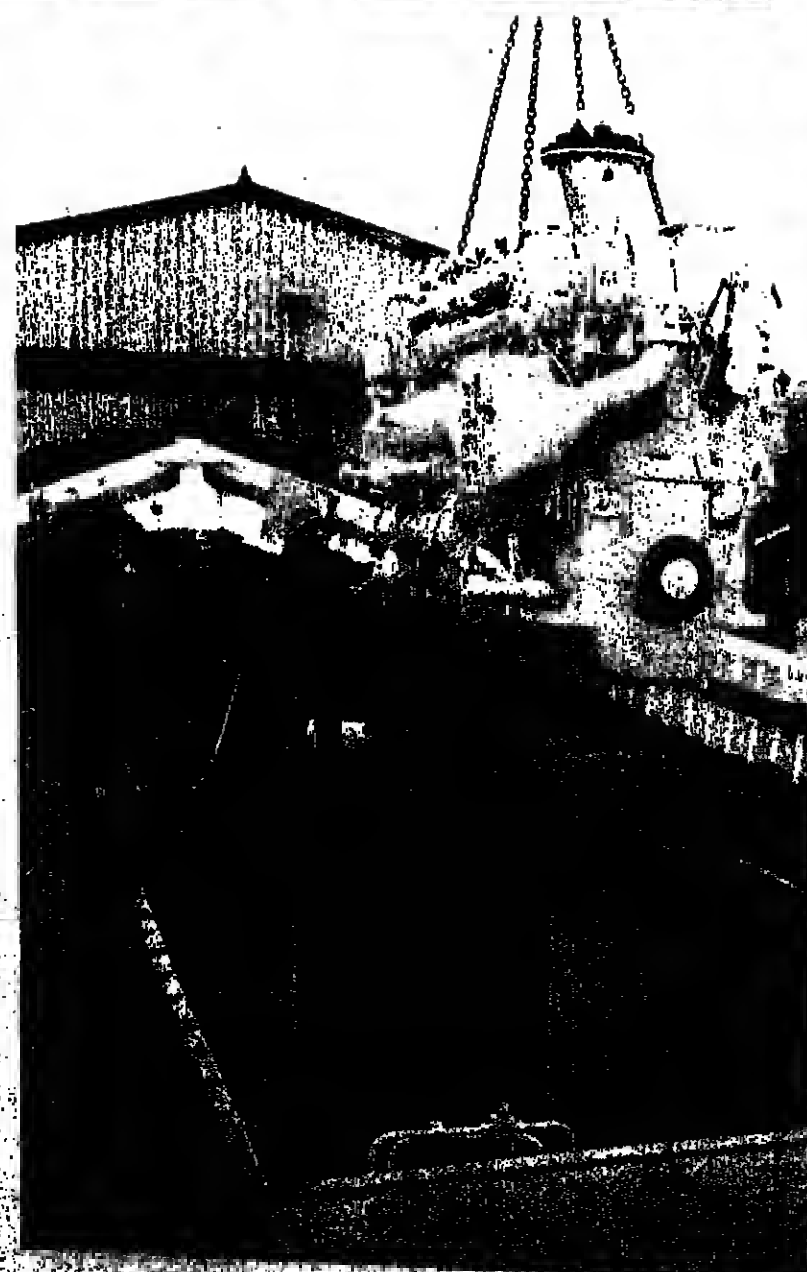
Power for a range of auxiliary equipment is provided by the ABC engine. Two Gilbert Gilkes and Gordon 3 in. bilge and general service pumps, and an Ervor G06 air compressor, are driven by pulleys and belts from a power take-off at the forward end.

Four power take-off shafts are arranged at the after end of the engine on the Masson gearbox: two facing forward and two aft.

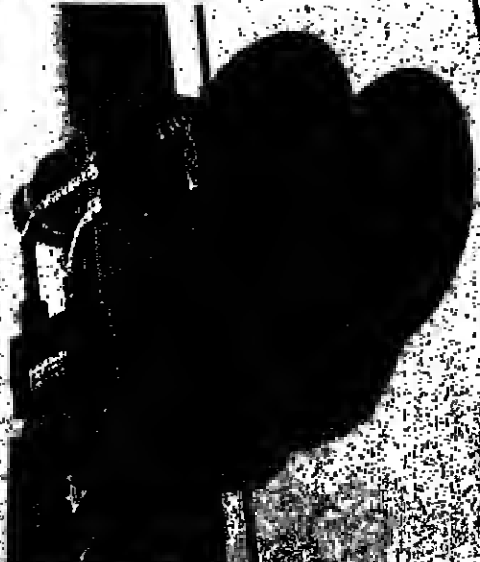
An Enag 30 kW 110 V d.c.

Continued overleaf

BELGIAN POWER FOR FORBES-BUILT BOAT



Left: *Shenick's* ABC main engine being craned into the engine room. Above: one of the banks of Promac cooling evaporators in the foreroom. Below: the boat's Lossie discharge winch on the landing derrick.



December 9, 1977

FISHING NEWS

39

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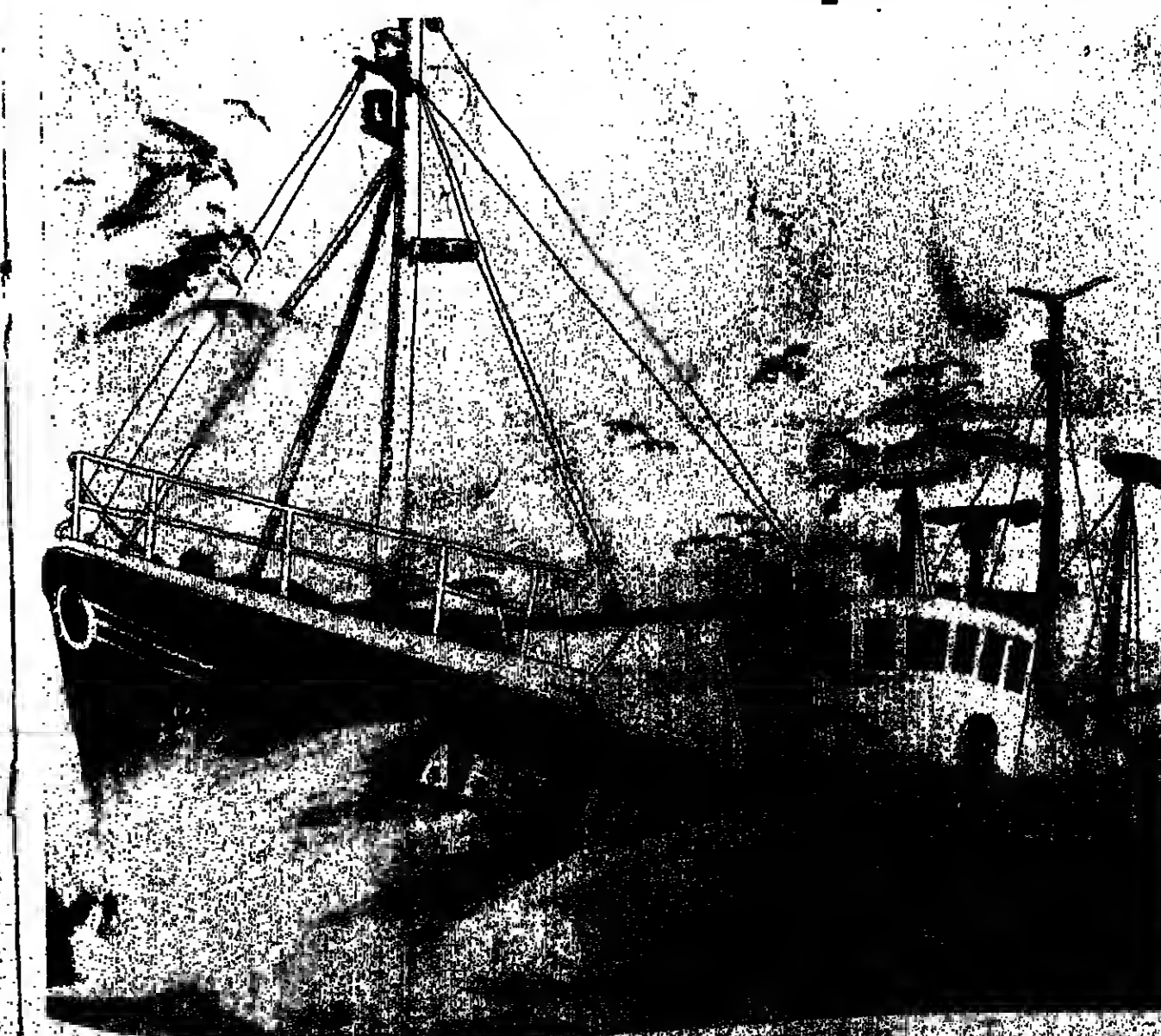
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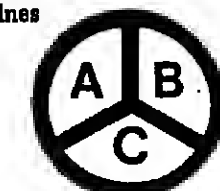
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Shenick

From page 38

generator and a CAV 24 V
alternator are driven from the
port PTO, on the after side,
and the starboard PTO drives
the Poclain high-pressure
hydraulic pump for the deck
machinery.

On the forward side of the
gearbox a separate hydraulic
pump for the power block is
belt-driven from the port
PTO, while the starboard
PTO powers the prop pump.
Fitted to starboard of the
main engine is a Beudouin

DNP5 air end electric start-
ing auxiliary engine of 180
hp. It provides power for a
12.6 kW 110 V Enag
generator, a 3.5 kW 24 V
alternator, an Ervor air com-
pressor, a GGG 3 in. bilge and
general service pump, a
standby lube oil pump for the
main engine, a Dowty
hydraulic pump for the power
block and a Poclain standby
hydraulic pump for the
remainder of the deck
machinery.

Two tanks in the
engine room, and another in
the stern, hold a total of 5,200
gallons of fuel oil. Lucas main
batteries are carried.

Gear handling machinery
includes a Bopp 90 AR 3 B
Hydro variable speed trawl
winch. The unit is mounted in
a fore-aft position on the port
side, below an extension of
the whaleback. It is driven by
a Poclain hydraulic motor
and has a maximum pull of
16 tons.

A Bopp TC19 Hydro
anchor winch and Robar-
son topping lift and boom
swinger are fitted atop the
whaleback, while a Loeise
Hydraulic Co. discharge
winch is mounted on the lan-
ding derrick. These units are
driven from the Poclain
pump on the Merson gearbox
and are controlled from a
console mounted on deck
near the trawl winch.

A very interesting feature
of the vessel are the
Delemaux warp tension
meters. They are drawing
very favourable comment
and could well be incor-
porated in winches made in
the UK soon.

The sensory units are

mounted on the brake bands
of the winch and changes in
the tension of each warp are
indicated on dials in the
wheelhouse.

Bopp winches are also fair-
ly new to the UK, although
there are one or two in use in
the Isle of Man and others in
Ireland.

Crane

A Loeise Hydraulic Co.
power block is hung on a par-
ticularly strong crane
assembly off of the deckhouse
and the unit has local con-
trols. Power is from its own
hydraulic pumps on the main
and auxiliary engines.

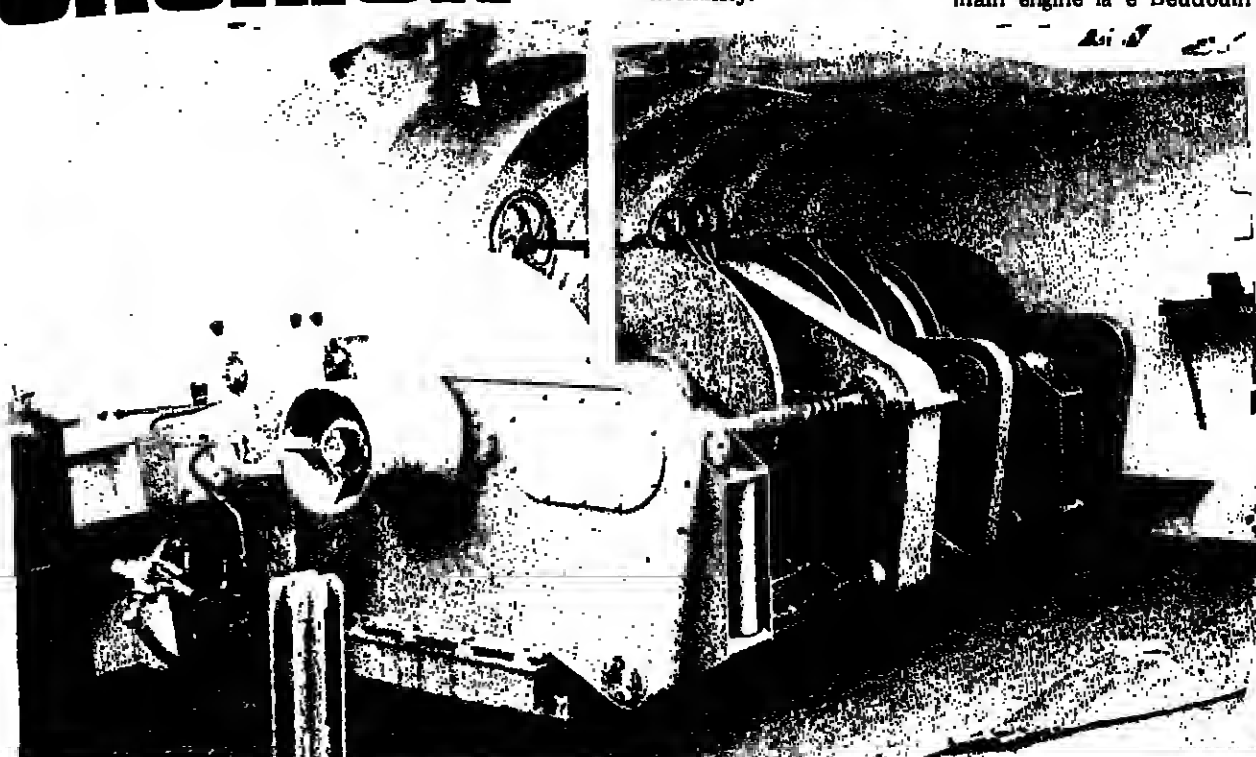
Shenick's deck layout is for
single and two-boat trawling,
so galleys are fitted at star-
board bow and both quarters.
For safety trawl warps
run through steel pipes
arranged along the insides of
the bulwarks.

Chalmers rubber-cased
floats are arranged on
the superstructure and the
various gilson blocks are by
Ansell Jones.

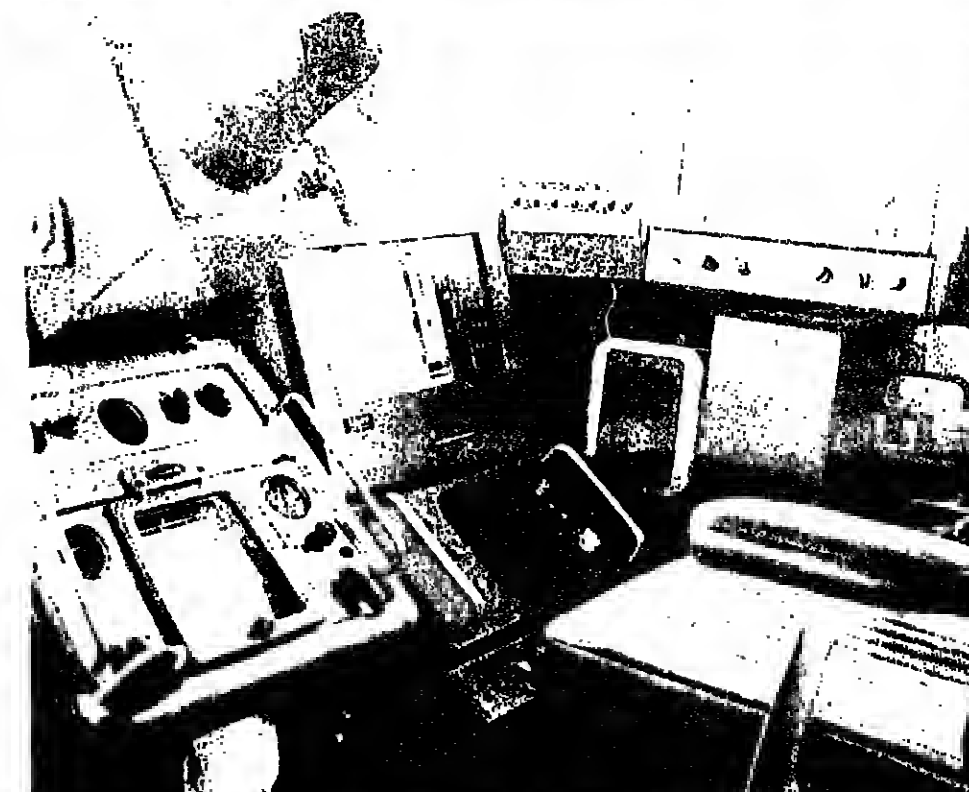
The large capacity
fishroom, fitted with steel
stanchions and wooden pond
boards, is insulated on the
bulkheads with glasswool and
is served by one steel hatch
with an aluminium cover. It
is fitted with a Promac
refrigeration system supplied
through Morep Ltd. of
Halifax.

Morep's agent in the north-
east of Scotland, Charles Tait
(Marine and General

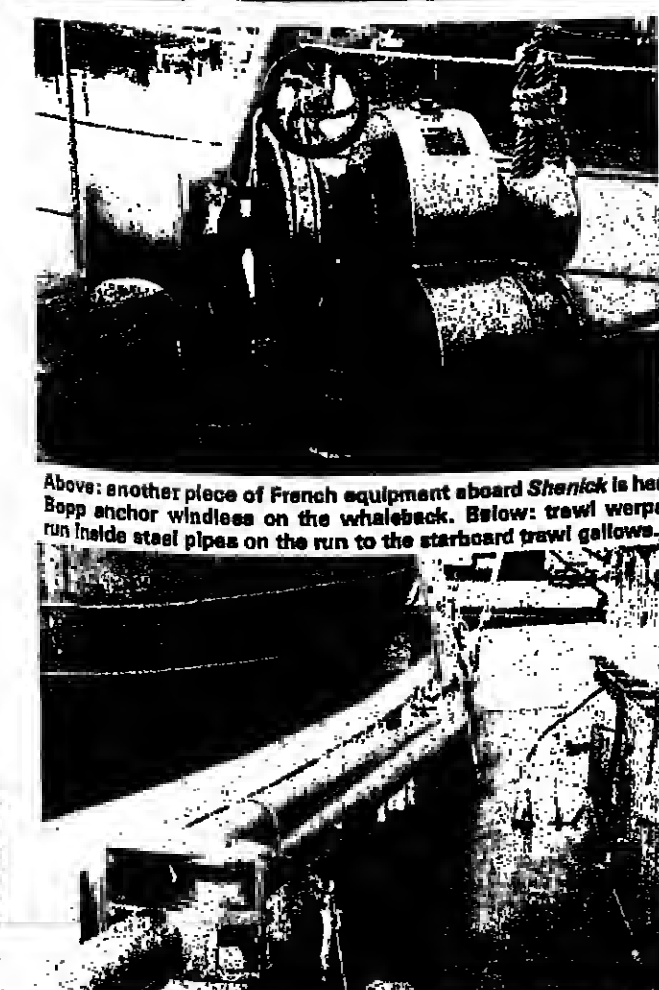
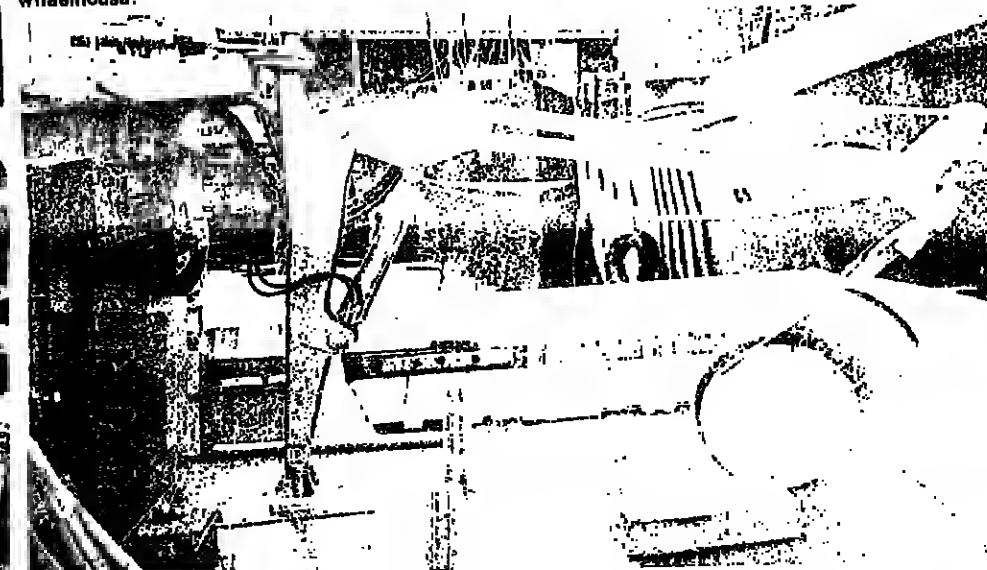
Continued overleaf



Above: Shenick has her French-made Bopp trawl winch fitted below an extension of the whaleback.



Left: wheelhouse equipment includes Simrad SK3 sonar and sonar scope (left); Atlas 720 fishfinder (centre); and Atlas Echograph 450 (right). Below: Shenick's Loeise power block hangs on a hefty crane assembly off of the wheelhouse.



Above: another piece of French equipment aboard Shenick is her Bopp anchor winches on the whaleback. Below: trawl warps run inside steel pipes on the run to the starboard trawl galleys.

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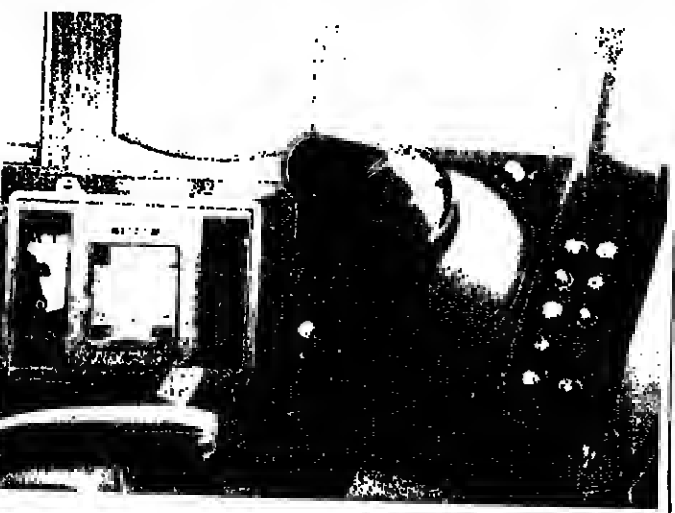
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Shenick



Above: Shenick sets out on sea trials from Fraserburgh. She headed for her home port in Ireland last week. Below: Furuno netsonder (left) and Decca Cleercon radar aboard Shenick. This is the first fitting in North-East Scotland.



FIRE SYSTEMS

SHENICK'S engine room fire fighting "Merlinex 80" system from Anglesey Fire Protection was supplied and installed by Stevens & McNab of Fraserburgh. The system protects a gross volume of 5,496 cu. ft. and weighs only 110 lb. The two small cylinders are mounted in a cabinet behind the wheelhouse.

Her "Merlinex 242" fire alarm system, also from Anglesey Fire Protection, was supplied and installed by Messrs. R. D. Downie. The system combines both heat and smoke detection and will give early warning of over-heating or fire in either the engine room, cabin or wherever the detectors are fitted.

Sonar

Aids supplied by Decca include Simrad SK3 sonar with CM sonar scope; 'Sailor' T126 R106 radio telephone; 'Sailor' RT144 vhf radio telephone; Simrad RW Watch Receiver; Speich wind wiper; and Decca RM916CA radar with variable range marker; 450 Automatic Pilot with hand held follow-up tiller; Mk. 21 Navigator and 350 T Track Plotter.

The 916CA radar is the new Clearscan model which suppresses rain and sea clutter and other interference. This installation is the first to be installed in the north-east of Scotland, as is also the 'Sailor's' T126 radio. Decca also supplied the Safecom emergency lifeboat radio.

Cabin

Bunks for eight are arranged in the cabin below deck, and a cabin for the skipper leads off the after side of the wheelhouse. Electric radiators are fitted in cabin and deckhouse. Extinguishers are from L. & G. Fire Appliance Co. and Shenick also carries Dunlop life rafts and Exide emergency batteries.

GRP boat fitting out for the London show



HALMATIC (Scotland) Ltd. will be showing this 20 ft. GRP fishing vessel (left) at the London Boat Show being held in January.

The hull is based on lines designed by Wiek boatbuilder, and the James McCoughey, and the boat will be the first fully fitted out by Halmatic (Scotland) which is now going over to producing standard craft. Almost all of her construction, including wheelhouse, deck and fuel tanks, have been moulded from GRP to keep maintenance to a minimum. Masts will be of steel and the hull is to have wooden fendering.

The vessel will be powered by a 50 hp Lister engine and she will have a Spencer-Carter line hauler. She is being built for Mr. Ridgway, from the west coast of Scotland.

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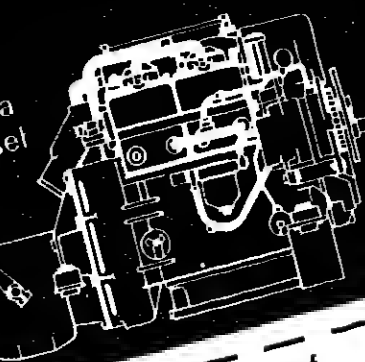
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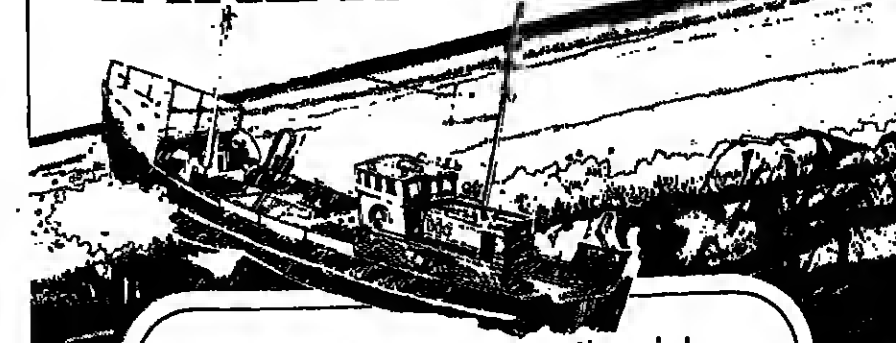
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PETERHEAD

a monthly report

PETERHEAD is well on the way to becoming the leading UK fishing port as plans are in hand to extend the fish market and to attract even more vessels to land catches there.

During the first ten months of this year British vessels put ashore 1,107,826 cwt. of white fish which earned £22,513,694, compared with 932,442 cwt. valued at £12,889,511 during the same period in 1976.

By far the biggest amount of fish has been brought in by a vast fleet of near on 300 seinera. Their landings up until October 30 this year amounted to 907,628 cwt. worth £18,806,880. These vessels have fished exceptionally well throughout the year and, with prices keeping consistently high, several vessels have grossing for the year in excess of £300,000.

The performance of the seine net fleet is the main talking point at Peterhead.

but it is easy to overlook the good landings being made by other white fish boats.

The value of landings from light trawlers has gone up almost four times compared with last year. By the end of October they had put ashore 116,192 cwt. worth £2,173,895, as against the 43,346 cwt. valued at £593,789 in the first ten months of 1976.

Generally they have fished between three to 30 miles

Six pairs of Peterhead vessels were working this method during the summer and one or two stranger partnerships made a good contribution.

By early September most had gone elsewhere to fish for herring or mackerel but two pairs, *Starlight Constant Friend* and *Morning Dawn Unity*, kept going well into November.

Using Apeldorn pair trawls, the four 86 ft. Tynedraft-designed vessels made some enormous hauls in the Bergen Bank area.

On October 17 *Stirlight* and *Constant Friend* landed a combined catch of 1,321 boxes of which 1,154 consisted of coley.

Many white fish boats were still doing well early in November before gales began to hold things up. The 75 ft. Hopeman seiner *Mary Criss*, fishing under Skipper Tommy Sutherland, had a landing of 445 boxes which contained 324 of cod. A few days later the pair trawlers *Morning Dawn* and *Unity* had a 199-

box catch almost all of which was coley.

Peterhead's fleet of herring boats, which would normally expect to be getting into their stride in the Minches in November, are not doing so well.

Things have been so disastrous that four of the port's most experienced herring skippers gave up and came home as early as the middle of November.

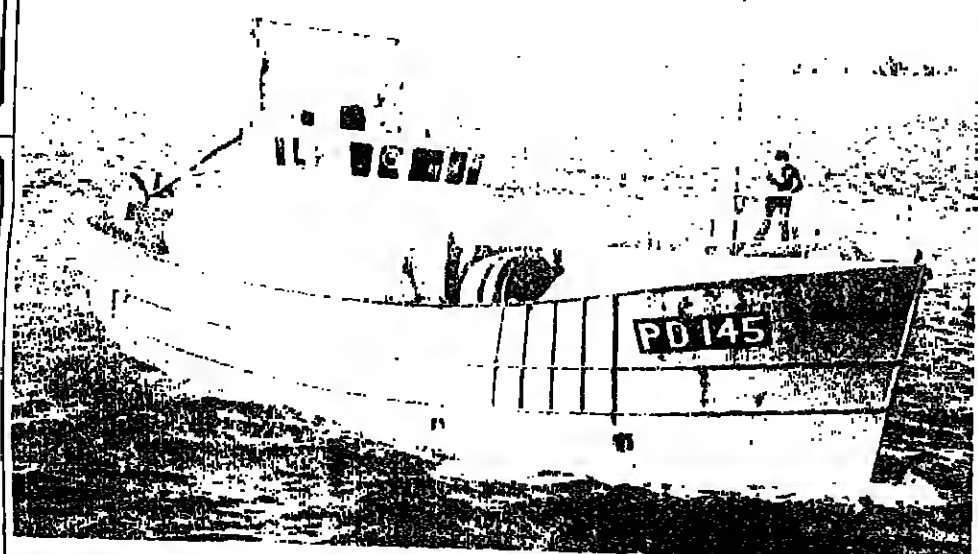
These skippers then had a "choir" of sprats, Cornish mackerel, or white fish operations from Betsie.

Several Peterhead boats normally go to the winter sprat fishing off the northwest coast of England and one or two had set off in November.

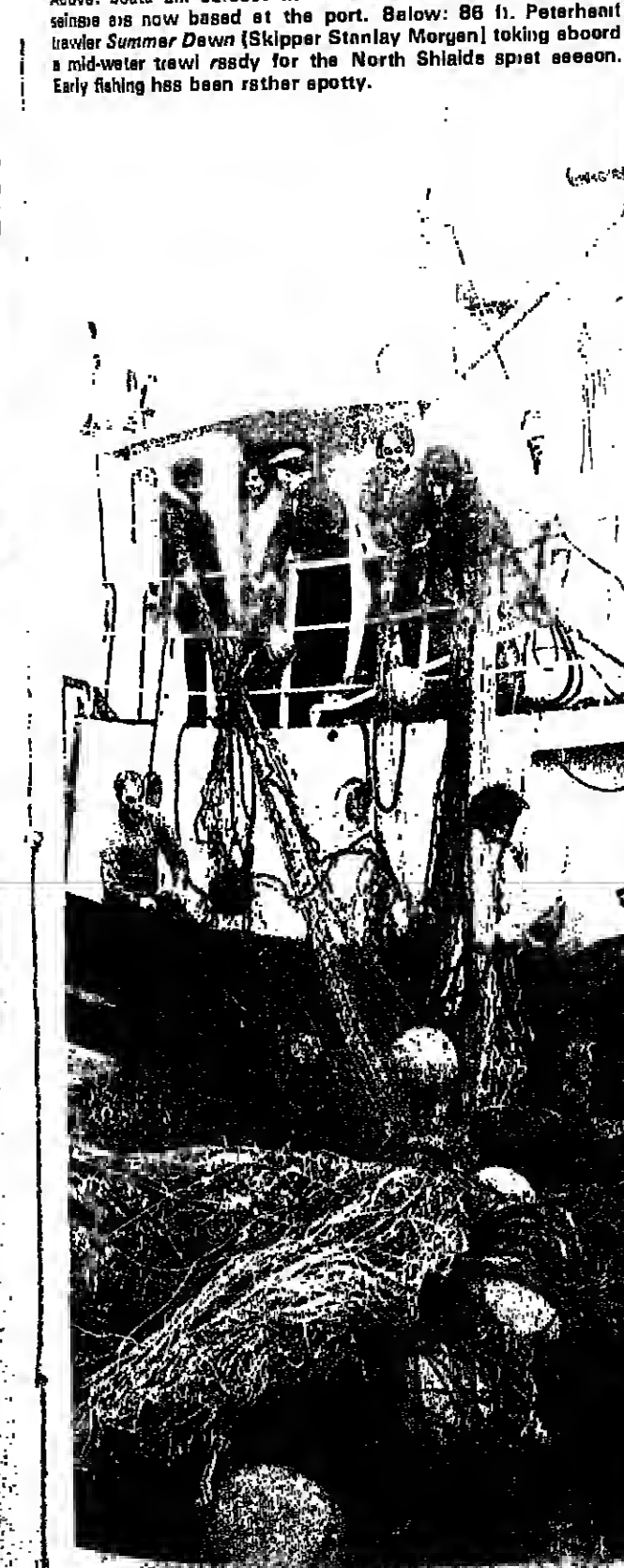
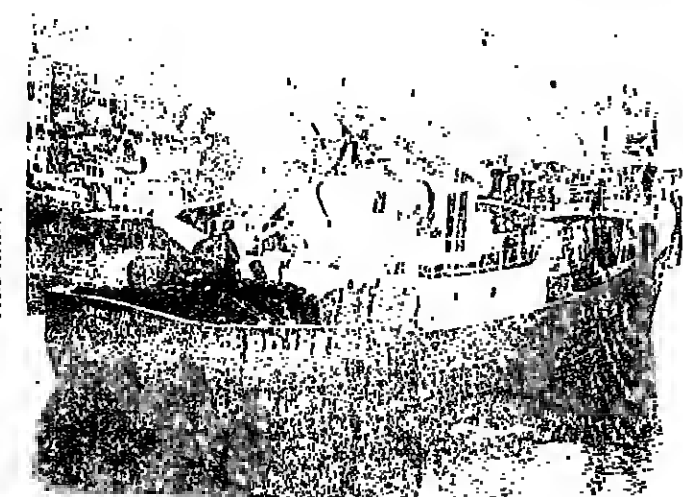
One of the first to go was the 86 ft. *Summer Dawn* (St. Stanley Morgan) which has a single-boat trawl. With her sister-ship, *Brighter Dawn*, she had been working

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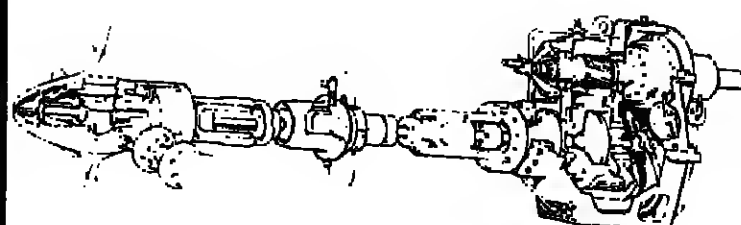


Left: the 80 ft. *Marigold* heads into port. She is a typical morfin sonner and one of the fleet which shared earnings of almost £19m. In the first ten months of this year. Above: *Morning Star* is having her second season on south-west mackerel. Below: Skipper William Smith's light trawler *Unity* has helped to push up light trawler landings at the port. Bottom: *Atlantic Star* - another boat working 'down south'.



A tidy sum! —

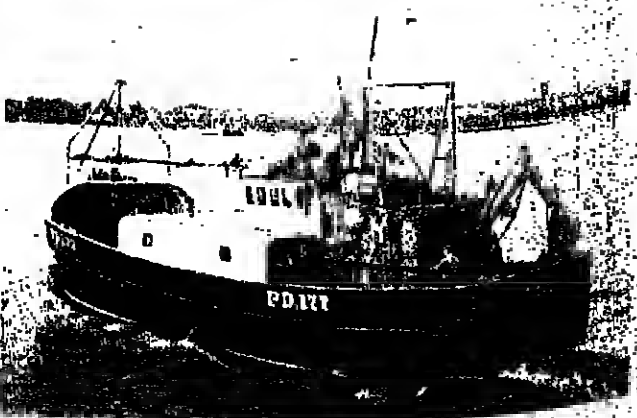
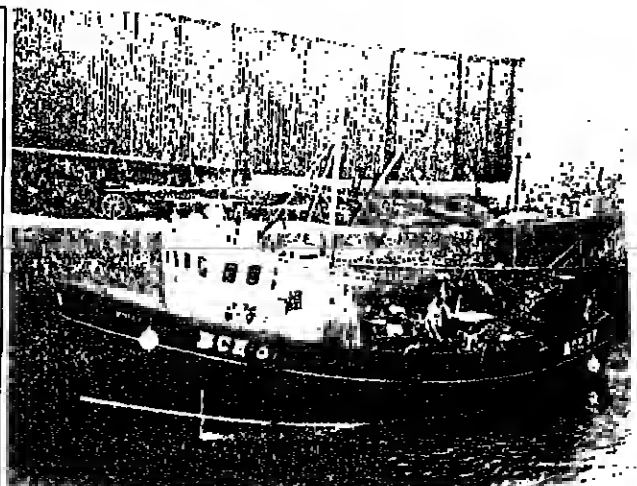
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From page 44

meckel in the Minches after leaving the Isle of Men herring fishing.

A few Peterhead boats are down at the Cornish meckel fishing, including the 86 ft. purser and pair trawler *Morning Star*, and the pair trawlers *Norway*, *Athletic Star* and *Amethyst*.

The 74 ft. 6 in. *Dryspring*, which has been bought from Dublin by Skipper Adam Stewart, has joined the Peterhead fleet. He was formerly in command of the Peterhead-based vessel *Corle Hill*. Built by Sigbjorn Iversen in Norway in 1970 for the Casamare Fishing Co., the wooden-hulled *Dryspring* has a beam of 20 ft. 4 in. and a cruiser stern.

Engine

A new Grenoe 500 hp engine and a Jensen winch were fitted before the vessel changed hands.

Her new owner is equipping her for seine netting and she is being fitted with rope reels from the Lossie Hydraulic Co. and an aluminium deck shelter fabricated by the Northern Engineering Works. Equipment already on board the vessel includes Rapp power block and Simrad echo sounders.

Rope reels now appear to be almost standard equipment on Scottish seiners. A steady stream of Peterhead-based vessels are having them fitted and it is regular sight on the quayside to see sets of reels waiting to be installed. Three or four years ago it seemed that storage bins were

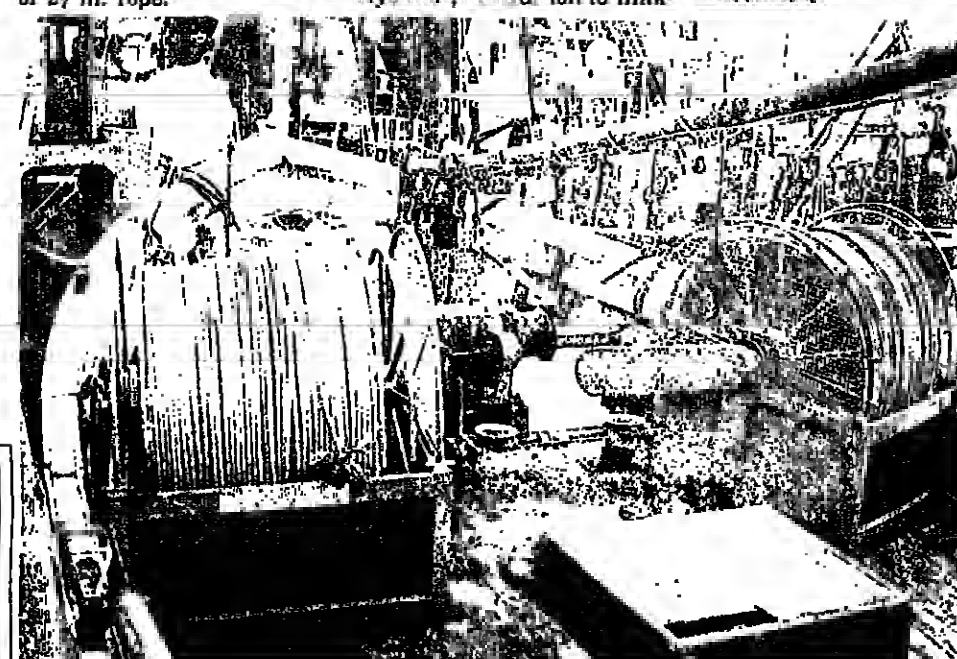
taking precedence over reels, but experience began to show that the bins were not as efficient as originally anticipated.

Danger

They caused terrific wear and tear on the ropes and, as a crewman had to stand near the bins when the gear was being set, there was the danger of him being dragged into the sea by fouled rope.

Today the bulk of the Scottish market for reels is shared between two firms: Fishing Hydraulics (Scotland) Ltd. and the Lossie Hydraulic Co. Each firm had supplied about 30 sets by the end of summer, with more being ordered all the time.

The 80 ft. Portsoy seiner *Lorella*, based at Peterhead, is one of the more recent vessels to be fitted with reels from the Lossie Hydraulic Co. They were specially designed for the boat which has a beam of only 18 ft. 6 in. each reel holds about 14 coils of 2 1/2 in. rope.



Superstition

Continued from page 14

far north, not to help anyone who was drowning.

In their 18th century ignorance they believed they, too, would fall a victim of the sea. For generations the fishermen at Buckie and Portessie believed a storm which had claimed a colleague would not abate until the body was found.

Yet another prophet of the utmost doom was the phenomenon of St. Elmo's light in the masts of boats. If the phosphorescence was seen on the sea, it was regarded as a sign of good weather and greeted with cries of the 'sooch o the see', or the 'seas a firin'.

Any man who counted the numbers of boats on the sea could expect short shrift from his colleagues and, in some parts of Scotland, even pointing to the fleet, mostly when ashore, was invoking a disaster.

On the latter point this could be everted if the entire hand was used as opposed to a solitary finger.

Captains were feared on boats where someone accidentally left a creel upturned, or placed a hatch cover or pound board upside down in those for off days before IMCO and Dof standards brought reassurances to everyone.

In common with most fishermen the Scots seldom

The vessel previously carried the coils of rope on deck and Skipper Edward Smith says that the reels save a lot of back-breaking work; they can be fully controlled from the wheelhouse.

The reels are driven from a hydraulic pump on the Gardner 230 hp propulsion engine.

Built by Jones Buckie Shipyard as *Delightful* in 1958, the vessel was bought by Skipper Smith two years ago.

She is one of the few boats still to use a mechanically-driven seine net winch, although she does have a hydraulic power block.

The 80 ft. Peterhead seiner *Fruenius* has just had her Fishing Hydraulics reels replaced by a larger set from the same company.

Fitted in 1975, her original set had flanges of solid steel plate. The new ones are of the more popular type with flanges fabricated from steel tube.

Skipper Andrew Buchanan says that, in addition to mak-

ing the reels lighter, the open flanges make it easier when working the gear as the amount of rope on the reels can be easily seen.

The new set has hydraulic braking in place of the hand brakes and can be surged by use of a lever in the wheelhouse instead of by foot pedal. They also have a large rope capacity than the old set, each holding up to 22 coils of 3 in. rope.

Splice

This facilitates rope repair if one fleet of ropes breaks when the gear is being hauled. The undamaged fleet of rope is hauled on to one reel and then the net is lifted aboard. After this, any rope from the damaged fleet still attached to the net is hauled on to the same reel.

It can then be spliced on to the rope already on the opposite reel and wound on to it ready for shooting again.

Skipper Buchanan also said that the new reels have been set at an angle to reduce wear on the rope when the gear is being shot, and that the stop/start and reverse controls are fitted in the wheelhouse.

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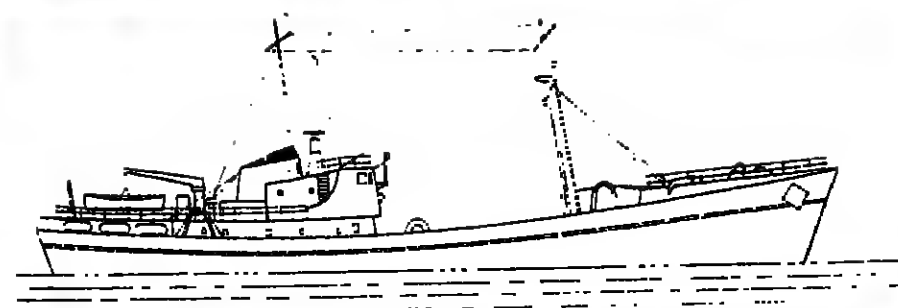
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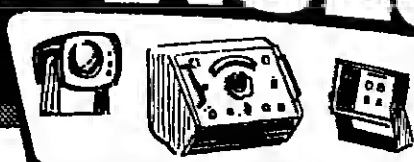
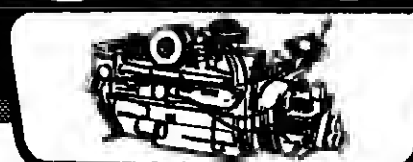
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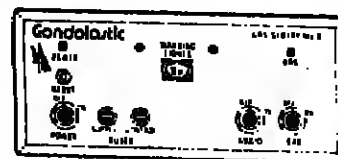
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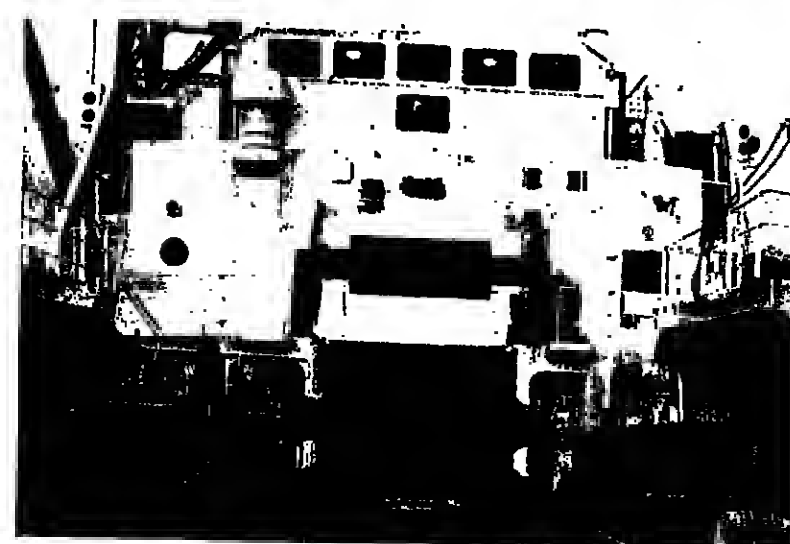
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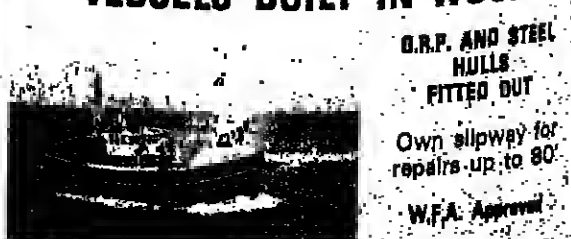
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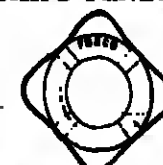
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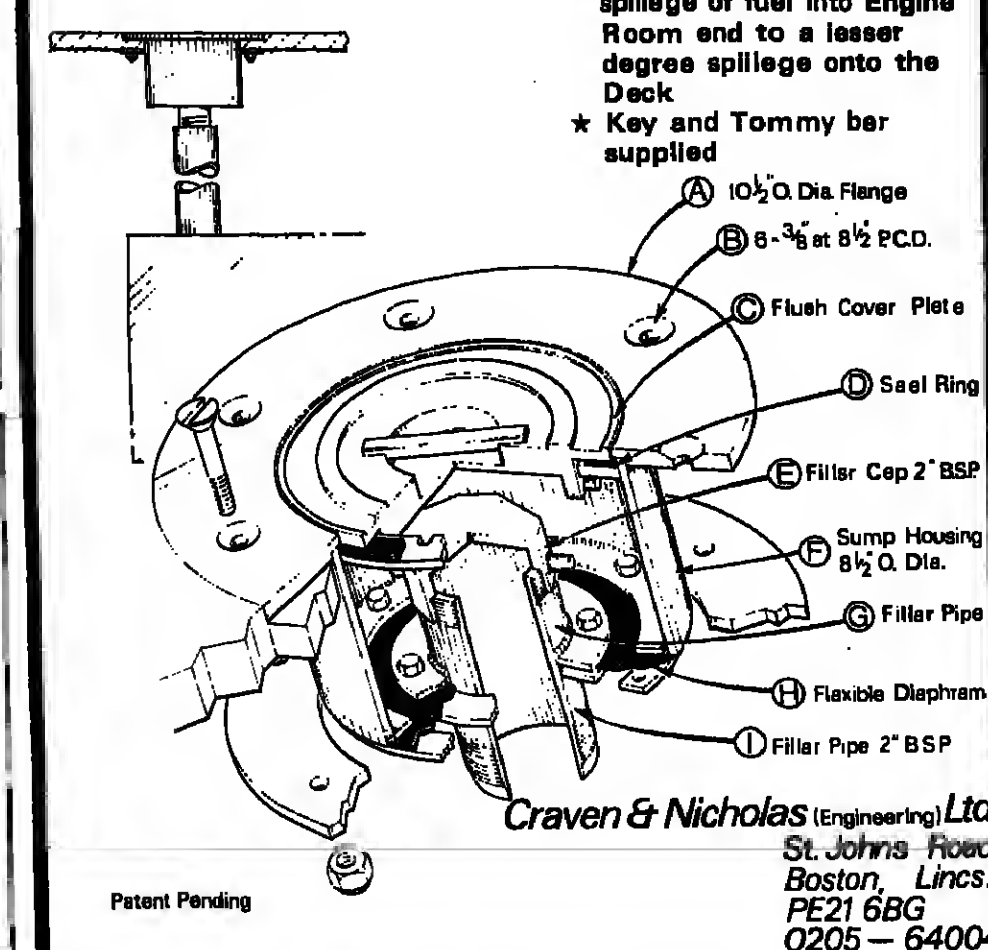
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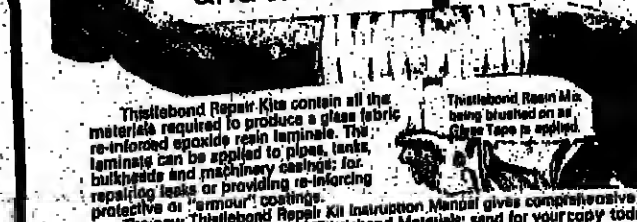
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